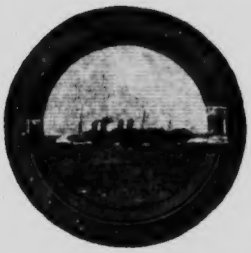
FUNNELS AND HOUSE FLAGS OF SOME PRINCIPAL STEAMSHIP LINES IN AMERICAN TRADE.

The Scientific American Handbook of Travel

With Hints for the Ocean Voyage, for European Tours and a Practical Guide to London and Paris



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FUNNELS AND HOUSE FLAGS OF SOME PRINCIPAL STEAMSHIP LINES IN AMERICAN TRADE.

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"Go, little book, God send thee good passage,
And especially let this be thy prayer
Unto them all that thee will read or hear,
When thou art wrong, after their help to call,
Thee to correct in any part or all."

PREFACE

THERE are no conditions of travel in which a few general hints as to how to adjust one's self to surroundings can prove so useful as on a sea voyage, and it is with the object of preparing the traveler for his trip by telling him how to go, how much it will cost, how to amuse himself, and what to do on arrival at the coveted shore, that this book has been written. The writer believes that by giving just that sort of information which he himself and others of his acquaintance have wanted to know on various trans-Atlantic voyages, he cannot fail to meet pretty closely the needs of the average voyager. The writer also hopes that the information contained in this volume will be augmented in subsequent editions by the voluntary experience of its readers,—an addition which cannot fail to greatly increase the value of the book.

It may interest the reader to know that many hundreds of pamphlets, issued by various transportation companies throughout the world, were thrown into the alembic which produced this slender volume—a fact which will give the reader some idea of the difficulties which are entailed in editing a work of this character. Within the last two or three years steamship and railway companies have done much to annihilate space; it is now possible to make a complete circuit of the earth in 38 days, or less than one-half the proverbial 80 days of Jules Verne. The trip has been made from London to San Francisco in something less than ten days. It is possible to leave New York Wednesday morning and reach London Monday night in time to connect with trains which land passengers in Paris very early on Tuesday morning. All of this represents substantial progress in transportation. All of these matters are referred to in the appropriate sections of this book. It is too early as yet to prophesy what may be done in aerial transportation of passengers, but from the various schemes which have been proposed and almost carried out, it is possible that the next five years may see important developments along this line.

The Editor disclaims any responsibility for changes in times or rates. These are published in good faith for what they are worth, and the traveler is requested to write freely to the Editor regarding any statements which his experience may have shown to be inaccurate.

The Editor's gratitude is due to Mr. E. Justice, of the North German Lloyd Steamship Company, for much painstaking care and a careful reading of the proof, and to Mr. L. Weickum, of the Hamburg-American Steamship Company, for much help of the same character, and to both gentlemen for the use of superb collections of steamship pictures numbering thousands. Special photographs have been freely used without reference to whether the names of lines were mentioned or not, the sole effort being to show what a "Safer Sea" we navigate in. The present volume would appear dry without this aid. Mr. David Lindsay, of the International Mercantile Marine Company, has also furnished photographs, valuable tables, traveler's vocabulary, etc. Beyond this, the steamship companies have been apathetic, showing a lack of appreciation of publicity which is most extraordinary to the trained newspaper man. One company never even replied to repeated and courteous letters requesting information. Nevertheless, all have been treated impartially. The American Express Company, The International Sleeping Car Company, Thomas Cook & Son, have also co-operated and the Editor can commend their absolutely reliable services. No advertisements of any description are permitted in this edition in order to avoid even any suspicion of influence for editorial mention. Names are only mentioned in the text in the *interest* of the traveler. The references to specific lines or boats have been rendered as colorless as truth would permit.

To Mr. A. R. Bond of the Editorial Staff of the SCIENTIFIC AMERICAN, the writer is indebted for the valuable article on "Time," also for the preparation of the article on the "Ocean, Navigation, Etc." Much valuable information along these lines has been abstracted from the Encyclopedia Americana, for which our thanks are due. For revision of sections of the work thanks are also tendered to three or four score officials who have donated their work under the signature of the impersonal company.

The writer is also indebted to Miss Juna E. Elliott for valuable assistance in collating and editing; to Mr. N. L. Stebbins, for views of lightships, lighthouses, etc. References to books are credited in

the text, particularly to the valuable book by Howden. For words and music of national anthems the writer is indebted to Charles H. Ditson & Co. and the Macmillan Co.; for statistical matter, to the New York World and the Brooklyn Eagle Almanac.

In closing, the hope is expressed that this little book will make some of the hours of the trip more interesting, and that the information concerning Europe will prove of value, particularly as regards economical travel. The section relating to London is by a trained correspondent of the SCIENTIFIC AMERICAN, who is fully competent to treat of his subject, as the writer can testify by a recent visit to that city. The notes on Paris and Berlin are the results of recent visits to these capitals, supplemented in the case of Paris, by the notes of our Paris correspondent.

A. A. H.

NEW YORK, N. Y., April 15, 1910

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PLANNING THE TRIP

SEASON AND CLIMATE

Some parts of Europe are available for tourist purposes at all times of the year. Switzerland has its winter sports in winter, while in summer it is the great playground of Europe. The summer is preferred by many travelers, as then England, Ireland and Scotland are at their best, and France, Belgium, Holland and Germany are also most attractive. It is a mistake to think that Italy cannot be visited in summer, as many thousands go there each year during the hottest season. If reasonable care is used to avoid the heat of the day between twelve and two, there is little danger to health. The time during these hours can be spent in the galleries whose temperature is many degrees cooler than the outside air. Rome can be visited with impunity at any season of the year, but at night walks near the Tiber or Colosseum should be avoided. A few grains of quinine will usually drive away any feeling of fever. The water in Rome is excellent. There are many resorts along the Italian shore such as the Viareggio, which are at their best in the early spring—April, May or June. The Italian lakes are particularly delightful in July and August. Venice is not always as pleasant as it might be in the summer, as the motion of the tide in the canals is not always sufficient to render them entirely odor-

THE END OF PIER FROM THE DECK

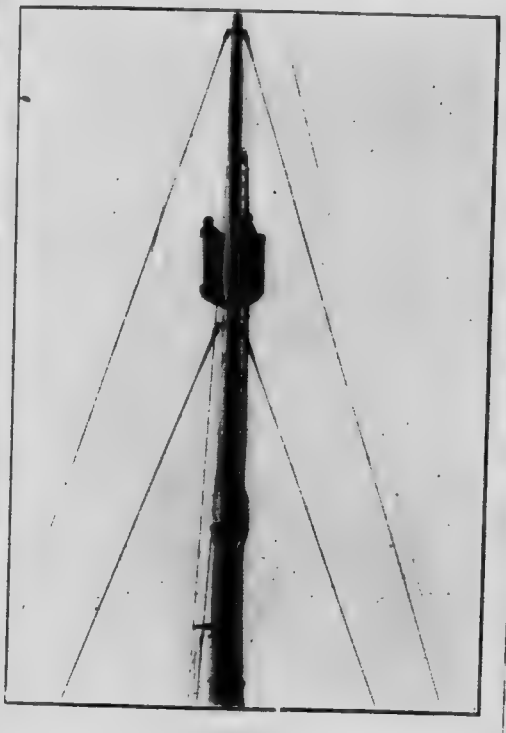
less. Holland can be visited at any time of the year, as can also Belgium, France and Germany. Spain is apt to be very hot in summer and should be avoided if possible. Russia is delightful in summer, but owing to the great expense of reaching it the number of tourists is limited. All visitors to Russia must have a passport which must be viséed by the nearest Russian Consul before leaving the United States. This is absolutely essential. Travelers who are going to make a trip around the world usually leave New York in September if they travel by way of San Francisco. Norway and Sweden and Denmark should be visited in summer only. Austria is best visited in the spring and fall. The Mediterranean ports, particularly the Riviera, are crowded with winter residents. Monte Carlo is perhaps the most beautiful point on the Riviera. Algeria and Morocco and Tunis all have their share of winter visitors, while the Holy Land and Egypt are visited by many thousands. The great steamship lines run each winter specially conducted tours to Egypt and the Holy Land, reducing the cost of transportation very materially.

Formerly many persons took poor accommodations on sailing ships in order to benefit their health. People who are ill or who are not very strong still stick to the sea as a rest and air cure. They select the more comfortable liners, however, as the care and attention which they receive seldom fails to benefit their health. After fighting the sea and its terrors for thousands of years, man has at last succeeded in conquering the sea, this wildest and most unruly of Nature's children. Against the modern iron or steel ship, which is equipped with every measure of protection that science and engineering can devise, the sea is almost powerless. Smaller vessels and sailing craft still feel its fury occasionally, it is true, but the enormous ships of the present day forge their way through the mighty ocean at high speeds.

AU REVOIR—[illegible]NG OUT

Men of science have studied and analyzed the curative powers of the sea and have awakened an understanding and appreciation of these qualities in ever widening circles of humanity. Increasing interest is taken by the medical world and the general public as to sea trips as a curative remedy which is due to a large extent to the improvements introduced in navigation of late years. The accounts of

the dangers of ocean trips in former times, the primitive and unhealthy accommodations, and insufficient catering on board of ships of earlier periods are very disquieting to intending travelers. This has now, however, all been done away with, so that the modern steamers of to-day have so many safety devices, and the perfection of the instruments for the navigation of the ship, and the reliability of the charts, the number of lighthouses, have been brought to so perfect a standard that a voyage on a modern steamer entails less danger than a journey by train. The old foul-smelling state-rooms of thirty years ago have given place to clean, spacious, splendidly ventilated rooms where there is not a suspicion of an odor of any description, even in inside rooms on the lower decks. Superior methods of keeping food have resulted in catering which is equal to that of the very finest hotels. The sea air is most invigorating, especially for those suffering from insomnia and nervous troubles. The abundance of sunshine, especially on the Southern seas, in the Mediterranean and Adriatic, exerts a beneficial influence on the metabolic assimilation and the formation of the blood. Taking it all in all, sea trips are very strongly recommended as important hygienic factors, and the development of all that contributes to their facilitation should be greatly appreciated, especially by the medical profession. It should be remembered that the air of the high seas is the purest of all, and that there is an entire absence of dust and germs. It has been proved that at a distance of seven and a half miles from land there was only one germ for 40 litres of sea air, and at a distance of thirty miles, only one germ for 1522 litres of sea air, and beyond that limit the air was practically germless. It also follows from these investigations that a complete absence of dust and germs by no means prevails on the coast, as is generally assumed. The invigorating effect of the ocean climate is based upon a good many qualities which vary not only according to the locality of the particular sea and the season of the year, but also have a different effect upon people according to their particular constitution. There is



THE NEW
The lookouts in their eyrie sweep the horizon for signs of danger.

THE OLD
The old-time sailor spent much time aloft setting sails

above all the great quantity of moisture in the sea air which facilitates breathing, and secondly the density of the atmosphere which acts upon the body like a permanent bath. It is a well-known fact that very dry air irritates the respiratory organs and causes inflammation of the same, and that on the other hand, extremely moist air gives rise to heavy breathing, whereas if a normal quantity of vapor is contained in the air, breathing becomes easy. The sea air contains a considerable percentage of salt, also some iodine and bromine, and a large percentage of ozone.

A sea trip is especially recommended for diseases of the respiratory organs, *i. e.*, chronic catarrhs of the mucous membranes of the mouth, the nose, the pharynx, the larynx, the bronchia and the lungs. In the fresh sea air the diseased organs can recuperate and recover better than anywhere on land. Those suffering from tuberculosis, however, are warned by most physicians against trying a sea trip. The best authorities recommend prolonged sea trips only in cases where there is only a danger of tuberculosis or where the disease has come to a standstill and the patient is otherwise strong enough to make a sea trip. We have already referred to the benefit which a sea voyage gives in nervous affections. The calming influence which is exerted on the patient by the view, the feeling of absolute retirement and forced absence from business worries, is practically a cure for a whole multitude of nervous complaints.

Those who suffer with diseases of the heart were formerly warned by their physicians against making sea voyages, but according to recent experience, the sea trip cure is recommended for a number of diseases of the heart, particularly for those who suffer from a so-called heart neurosis, also from weakness of the cardiac muscle and valvular defects. Sea trips are also recommended for patients recovering from typhoid fever, scarlet fever, measles, puerperal fever, pleurisy, inflammation of the lungs, malaria, and in fact for all persons who are weak and anæmic. Any reputable physician is qualified to give advice on the subject of sea cures, and any special treatments which should be taken. There is so much excitement and so much going on on the ten or a dozen largest crack steamers that those who are ill should select a smaller boat during the rush season. A boat taking two or three days longer will only increase the pleasure and the benefit of the trip.

Go abroad with shoes in perfect condition. Repairs are apt to be astonishing, and soles made of paper instead of leather are not unknown.

Take a new pair of rubbers. They are sometimes difficult to obtain abroad and are expensive. Remember that rain must always be expected in England. You are safe in carrying an umbrella everywhere. English umbrellas are expensive and heavy. Do not buy them as presents to take home. Rain coats are good and cheap in England. Be sure that you buy of a good house. The ordinary "mackintosh" as worn in England does not stand our climate. Select dark colors always.

THERMOMETER SCALES.

Much annoyance is caused by the great difference of thermometer scales in use in the different civilized countries. The scale of Reaumur prevails in Germany. As is well known, he divides the space between the freezing and boiling points into 80 deg. France uses that of Celsius, who graduated his scale on the decimal system. The most peculiar scale of all, however, is that of Fahrenheit, a renowned German physicist, who in 1714 or 1715, composed his scale, having ascertained that water can be cooled under the freezing point, without congealing. He therefore did not take the congealing point of water, but composed a mixture of equal parts of snow and sal ammoniac, about —14 deg. R. The conversion of any one of these scales to another is very simple, and easily made. To change a temperature as given by Fahrenheit's scale into the same as given by the centigrade scale subtract 32 deg. from Fahrenheit's degrees, and multiply the remainder by 5-9. The product will be the temperature in centigrade degrees.

To change from Fahrenheit's to Reaumur's scale, subtract 32 deg. from Fahrenheit's degrees, and multiply the remainder by 4-9. The product will be the temperature in Reaumur's degrees.

COMPARATIVE SCALES OF THERMOMETER.

C.	R.	F.	C.	R.	F.	C.	R.	F.
−30	−24.0	−22.0	14	11.2	57.2	58	46.4	136.4
−29	−23.2	−20.2	15	12.0	59.0	59	47.2	138.2
−28	−22.4	−18.4	16	12.8	60.8	60	48.0	140.0
−27	−21.6	−16.6	17	13.6	62.6	61	48.8	141.8
−26	−20.8	−14.8	18	14.4	64.4	62	49.6	143.6
25	−20.0	−13.0	19	15.2	66.2	63	50.4	145.4
−24	−19.2	−11.2	20	16.0	68.0	64	51.2	147.2
−23	−18.4	−9.4	21	16.8	69.8	65	52.0	149.0
−22	−17.6	−7.6	22	17.6	71.6	66	52.8	150.8
−21	−16.8	−5.8	23	18.4	73.4	67	53.6	152.6
−20	−16.0	−4.0	24	19.2	75.2	68	54.4	154.4
−19	−15.2	−2.2	25	20.0	77.0	69	55.2	156.2
−18	−14.4	−0.4	26	20.8	78.8	70	56.0	158.0
−17	−13.6	1.4	27	21.6	80.6	71	56.8	159.8
16	−12.8	3.2	28	22.4	82.4	72	57.6	161.6
−15	−12.0	5.0	29	23.2	84.2	73	58.4	163.4
−14	−11.2	6.8	30	24.0	86.0	74	59.2	165.2
−13	−10.4	8.6	31	24.8	87.8	75	60.0	167.0
−12	−9.6	10.4	32	25.6	89.6	76	60.8	168.8
−11	−8.8	12.2	33	26.4	91.4	77	61.6	170.6
−10	−8.0	14.0	34	27.2	93.2	78	62.4	172.4
−9	−7.2	15.8	35	28.0	95.0	79	63.2	174.2
−8	−6.4	17.6	36	28.8	96.8	80	64.0	176.0
−7	−5.6	19.4	37	29.6	98.6	81	64.8	177.8
−6	−4.8	21.2	38	30.4	100.4	82	65.6	179.6
−5	−4.0	23.0	39	31.2	102.2	83	66.4	181.4
−4	−3.2	24.8	40	32.0	104.0	84	67.2	183.2
−3	−2.4	26.6	41	32.8	105.8	85	68.0	185.0
−2	−1.6	28.4	42	33.6	107.6	86	68.8	186.8
−1	−0.8	30.2	43	34.4	109.4	87	69.6	188.6
0	0.0	32.0	44	35.2	111.2	88	70.4	190.4
1	0.8	33.8	45	36.0	113.0	89	71.2	192.2
2	1.6	35.6	46	36.8	114.8	90	72.0	194.0
3	2.4	37.4	47	37.6	116.6	91	72.8	195.8
4	3.2	39.2	48	38.4	118.4	92	73.6	197.6
5	4.0	41.0	49	39.2	120.2	93	74.4	199.4
6	4.8	42.8	50	40.0	122.0	94	75.2	201.2
7	5.6	44.6	51	40.8	123.8	95	76.0	203.0
8	6.4	46.4	52	41.6	125.6	96	76.8	204.8
9	7.2	48.2	53	42.4	127.4	97	77.6	206.6
10	8.0	50.0	54	43.2	129.2	98	78.4	208.4
11	8.8	51.8	55	44.0	131.5	99	79.2	210.2
12	9.6	53.6	56	44.8	132.8	100	80.0	212.0
13	10.4	55.4	57	45.6	134.6			

To change the temperature as given by the centigrade scale into the same as given by Fahrenheit, multiply the centigrade degrees by 9.5 and add 32 deg. to the product. The sum will be the temperature by Fahrenheit's scale.

To change from Reaumur's to Fahrenheit's scale, multiply the degrees on Reaumur's scale by 9.4 and add 32 deg. to the product. The sum will be the temperature by Fahrenheit's scale.

For those who wish to save themselves the trouble we have calculated the preceding comparative table.

FEES AT PRIVATE HOUSES IN ENGLAND.

England is the land of tips. You cannot escape them if you try a "week-end." Saturday to Monday at a private house of no great pretension will cost the casual visitor about $1.50 whether men servants or maid servants are employed. Two shillings and six pence is correct for the housemaid and butler. Where no butler is employed, the parlor maid gets the same amount, while the housemaid receives about two shillings, and the boy, if he has done anything for you, gets about the same. English servants pack and unpack all luggage so that the fees are not begrudged. Allow about $5.00 a week, not forgetting the coachman. Increase this about fifty per cent. if there are two in the party. Some hostesses put notices in the bedrooms asking guests not to fee, but try it on just the same, you will usually be successful. In very large mansions the fees are much greater and no adequate scale can be given. The expense will be well up in the pounds.

MEAN TEMPERATURE DURING EACH MONTH (FAHRENHEIT).

NAME OF PLACE	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	RAIN
													Inches
Algiers	53.2	58.1	60.8	63.9	68.5	74.2	76.9	76.8	73.7	71.1	61.2	62.0	—
Athens	46.4	47.8	52.6	59.1	67.9	75.9	80.6	80.0	73.9	65.8	57.3	50.1	—
Auckland	67.4	67.6	66.2	61.7	57.0	53.3	52.2	52.1	54.8	57.3	60.5	65.2	—
Bergen	34.2	33.6	35.4	42.1	48.9	55.0	57.9	57.6	52.7	45.1	38.5	34.7	78.74
Bombay	75.3	75.7	79.6	82.1	85.7	83.6	81.0	85.0	80.5	82.0	80.1	77.2	67
Brussels	36.0	38.8	42.4	49.2	55.8	62.6	65.0	64.4	59.0	51.6	42.8	37.8	—
Cairo (Egypt)	54.1	56.7	62.4	69.8	76.9	82.1	83.9	82.9	78.3	73.4	65.3	58.2	1.2
Calcutta	66.2	71.2	80.2	85.7	86.0	84.8	83.3	82.7	82.9	80.5	73.0	66.3	65.54
Chicago, Ill	23.50	27.4	34.6	46.0	55.9	66.4	72.1	70.8	64.1	52.7	38.6	29.9	—
Christiania	24.1	24.10	29.5	39.90	50.90	59.90	62.6	60.60	52.7	41.9	32.20	25.70	23.31
Christchurch, N. Z	62.1	61.1	58.10	53.9	48.1	43.2	42.6	44.0	48.8	53.1	56.7	61.1	—
Colombo	79.8	80.6	82.2	82.5	83.2	81.6	81.5	81.6	81.5	80.6	80.3	80.0	—
Constantinople	41.2	37.4	47.4	58.0	62.4	71.8	76.2	72.4	67.0	64.6	51.4	43.2	—
Dunedin	57.5	57.5	55.4	52.0	47.2	43.7	42.7	43.0	47.4	50.6	52.7	56.8	—
Florence	47.8	45.8	49.2	53.8	68.0	72.0	74.0	72.6	61.4	59.6	51.6	47.6	—
Geneva	30.2	34.8	40.0	48.2	55.7	62.2	65.8	64.2	58.4	49.8	40.2	17.6	—
Jerusalem	45.2	50.8	53.3	60.3	67.3	71.7	74.7	75.7	71.8	71.0	57.2	46.8	—
Khartoum	71.6	70.7	76.8	84.6	93.6	92.7	88.3	87.3	88.9	87.4	83.3	73.0	6.06
Lisbon (Mt. Estoril)	54.19	51.29	54.64	60.7	66.40	66.80	70.08	68.37	68.93	63.2	59.43	58.05	—
London	37.0	39.0	42.0	47.02	54.0	59.0	63.0	61.0	57.0	51.07	44.0	39.0	20
Luxor	64.0	65.0	76.0	—	—	—	—	—	—	—	—	—	—
Madras	74.9	76.6	80.2	84.2	87.0	86.7	84.8	83.2	83.2	80.8	77.6	75.5	49
Madrid	49.8	49.7	49.2	54.3	58.1	70.9	74.9	76.6	67.4	56.8	48.9	41.9	—
Malaga	54.1	55.9	59.5	63.0	65.3	73.6	77.4	75.0	73.9	68.0	60.0	55.9	—
Malta	53.5	53.7	55.9	59.80	64.10	71.60	77.30	78.4	74.6	68.9	61.5	56.3	25
Melbourne	64.1	63.2	59.20	60.4	55.3	49.7	48.2	49.8	49.8	56.8	59.6	64.3	27
Milan	32.9	37.8	45.5	54.0	62.5	69.9	74.2	71.6	65.1	54.7	43.4	35.5	—
Naples	44.6	46.4	48.4	54.4	66.2	71.4	74.0	74.0	68.0	64.6	53.6	45.4	—
Nelson, N. Z	64.5	64.0	60.4	51.0	51.1	47.6	46.3	47.6	51.2	54.7	58.2	62.1	—
New Orleans, La	53.5	58.3	62.4	68.6	74.8	80.6	82.6	81.8	77.9	70.3	60.8	54.8	—
New York	30.0	31.0	38.0	49.0	60.0	69.0	74.0	73.0	66.0	55.0	44.0	34.0	—
Nice	46.1	48.0	51.0	57.0	68.0	68.0	71.0	69.0	69.0	61.0	52.0	48.0	—
Paris	36.0	39.6	44.2	50.2	57.2	62.6	65.8	65.2	60.0	52.0	43.6	38.2	—
Rangoon	76.7	79.4	83.9	87.4	84.6	81.5	80.6	80.4	80.8	81.7	80.0	77.3	—
Rome	43.3	46.0	50.3	55.0	68.0	73.0	77.0	80.0	73.4	66.4	56.1	52.0	—
San Francisco	50.2	52.2	53.7	54	56.8	58.8	58.6	59.2	60.8	60.0	56.4	51.5	22.76
Sydney	71.0	69.7	67.2	64.4	59.6	51.7	52.9	54.7	57.6	63.7	70.1	72.2	51
Venice	38.6	37.8	45.2	53.6	68.8	73.8	75.8	77.8	64.6	59.6	47.2	38.2	—
Vienna	29.3	33.1	39.4	49.8	58.5	65.5	68.2	67.1	60.1	50.7	38.8	31.6	—
Wellington, N. Z	62.8	62.4	60.5	56.9	52.8	49.5	47.6	48.5	51.5	54.3	57.0	60.6	50.75

Table from Cook's Time Tables.

THE "LUSITANIA"—A MIGHTY RECORD BREAKER OF THE CUNARD LINE
Length, 790 feet; Tonnage, 32,500; Horsepower, 70,000

Table from Cook's Time Tables.

DRINKING WATER AND MEDICINES.

The subject of drinking water is an important one. The water on the steamer is all right, but for the first few days after landing the visitor should be cautious about drinking ordinary tap water at hotels, and particularly in stations. Mineral water can be obtained everywhere and is very cheap. Ordinary carbonated water may be purchased or natural waters, such as Apollinaris or Perrier water. In Germany, Rosbach water can usually be had as well as Rhens water. In France, St. Galmier and Vichy (still) can be obtained. Tea, coffee and chocolate also prevent the necessity of drinking ordinary water. In England, beers, ales and stout are cheap and good, while in Germany, beer, Rhine wine and Moselle wine can be obtained everywhere. In France (outside of Paris), wine is good and cheap, while in Italy the wine is plentiful and very cheap. Ice water is practically unknown except at the hotels where the trade of Americans is catered to. Here the waiters are apt to bring on ice water before service begins. In many places, as in Italy, there is a small charge made for a little plate of ice. The water of Venice is particularly vile and should be entirely eschewed, as can be vouched for by the writer's experience. A bottle of "Sun" cholera mixture, bismuth and pepsin tablets and a non-leaking hot water bag should be taken along. The following is the formula for "Sun" cholera mixture, so that if necessary it can be put up by Continental chemists:

℞

Tincture of capsicum.....	1 part.
Tincture of opium.....	1 part.
Tincture rhubarb.....	1 part.
Spirits peppermint.....	1 part.
Spirits camphor.....	1 part.

Mix and filter, dose 15 to 30 drops.

A bottle of Jamaica ginger (Brown's is good) will also obviate many of the little ills incident to travel. Bicarbonate of soda tablets should also be carried to take care of slight attacks of indigestion as well as the bismuth and pepsin tablets mentioned above.

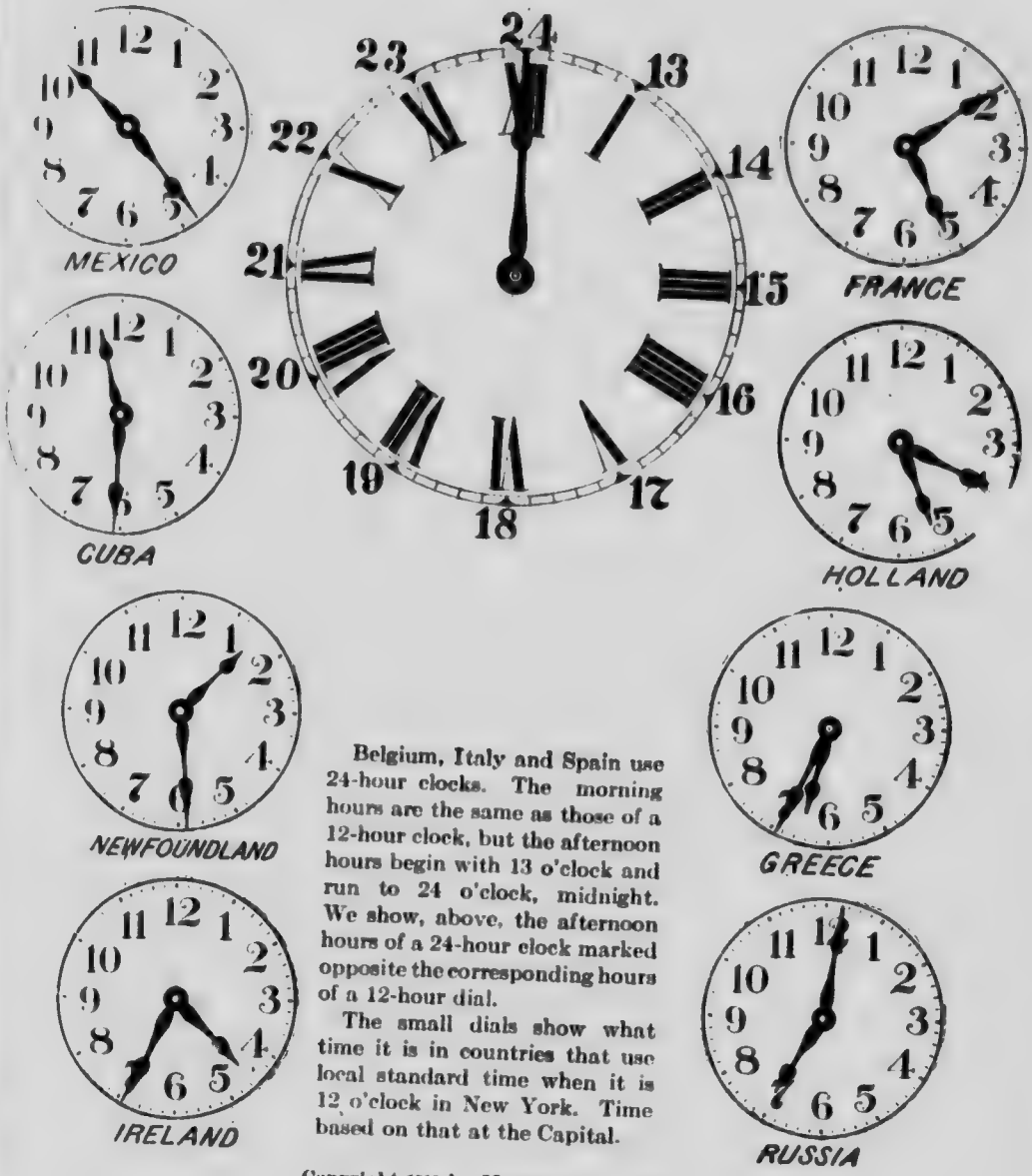
The following medicines, etc., should be carried:

One small hot water bag.
One ounce arnica.
Three ounces extract of witch hazel.
Two ounces aromatic spirits of ammonia.
One menthol cone.
One styptic pencil.
One package court plaster.
One narrow bandage.
One small package absorbent cotton.
One can containing "new skin."
One bottle "Sun" cholera mixture.
One bottle soda-mint tablets.
One bottle bismuth and pepsin tablets.
One bottle "listerine," "borine" or equivalent preparation.

If inclined to catarrh, take Dobell solution tablets and a Bermingham douche. These will take up only a small space in the satchel and will cost only about $1.75 to $2.00. They will pack nicely in a small cracker tin. A little old linen, a few yards of stout thread wound around a stiff piece of paper should also be carried. Slight injuries to the hands often occur when getting in or out of railway carriages. Some travelers recommend a small bottle of spirits of camphor; vaseline and cream may be carried with advantage.

TIME.

All calculations of time are based on the sun—not the real sun that we see, but a fictitious sun that keeps better time than the real sun. The time that is indicated by a sun dial is the actual *Sun Time;* but this is not good enough for the civilized world because the day from noon to noon as marked by the real sun is longer at certain times of the year than at others. However, astronomers have constructed a fictitious sun that gives us days of uniform length, and the time it marks off is called *Mean Solar Time.* But this does not fully solve the problem of time. We have still to contend with the fact that the sun reaches the meridian successively later as it progresses westward, so that noon in Chicago, for instance, will be much later than noon in New York. In fact, noon on the west side of New York would come a few seconds later than noon on the east side. If each town in the country used local mean solar time, the utmost confusion would prevail, particularly on railroads connecting the towns. To avoid this confusion it has been found necessary to establish certain zones in which uni-



Belgium, Italy and Spain use 24-hour clocks. The morning hours are the same as those of a 12-hour clock, but the afternoon hours begin with 13 o'clock and run to 24 o'clock, midnight. We show, above, the afternoon hours of a 24-hour clock marked opposite the corresponding hours of a 12-hour dial.

The small dials show what time it is in countries that use local standard time when it is 12 o'clock in New York. Time based on that at the Capital.

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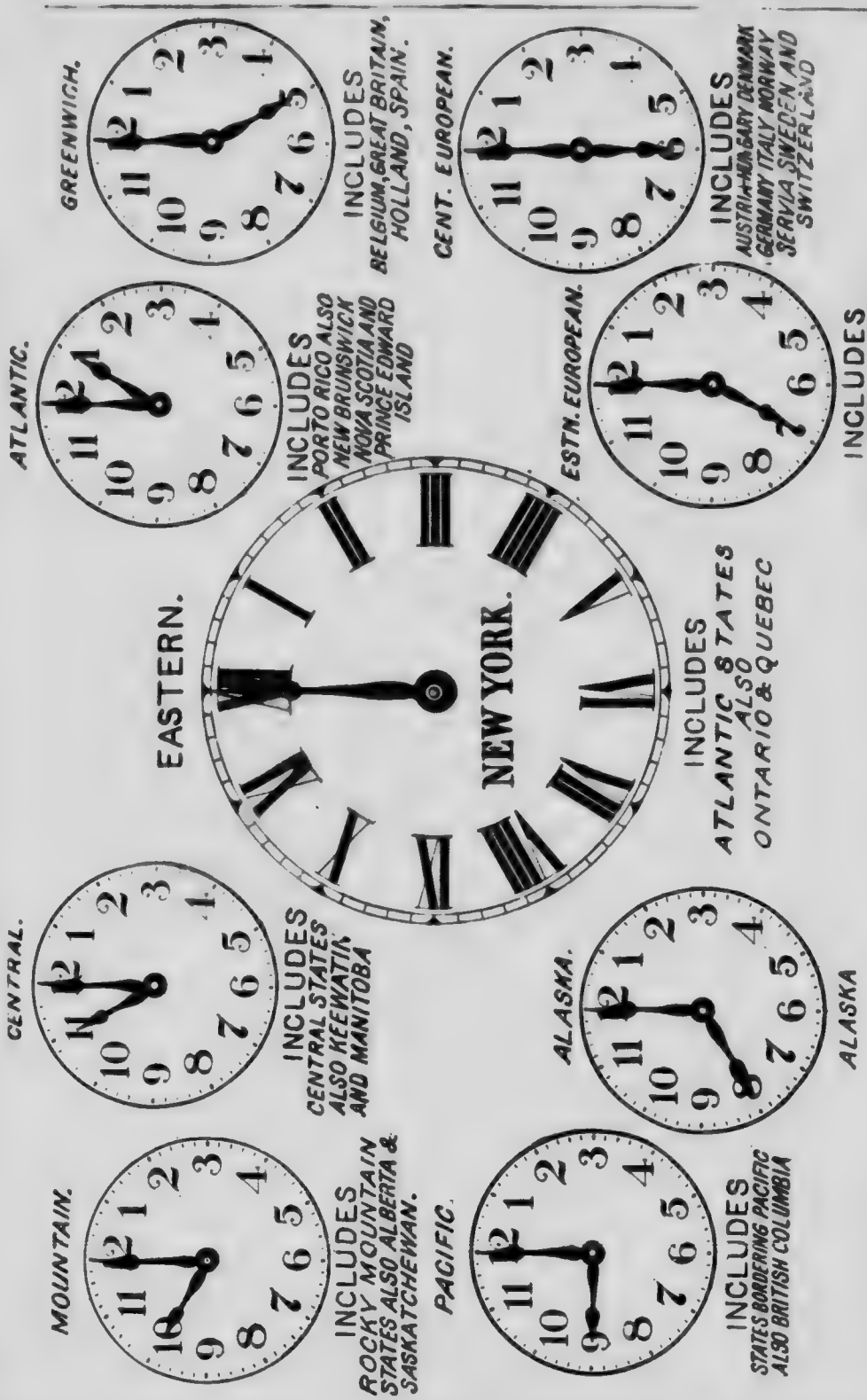

The small dials show what time it is in those states and countries of America and Europe that use Standard Greenwich time, when it is 12 o'clock in New York

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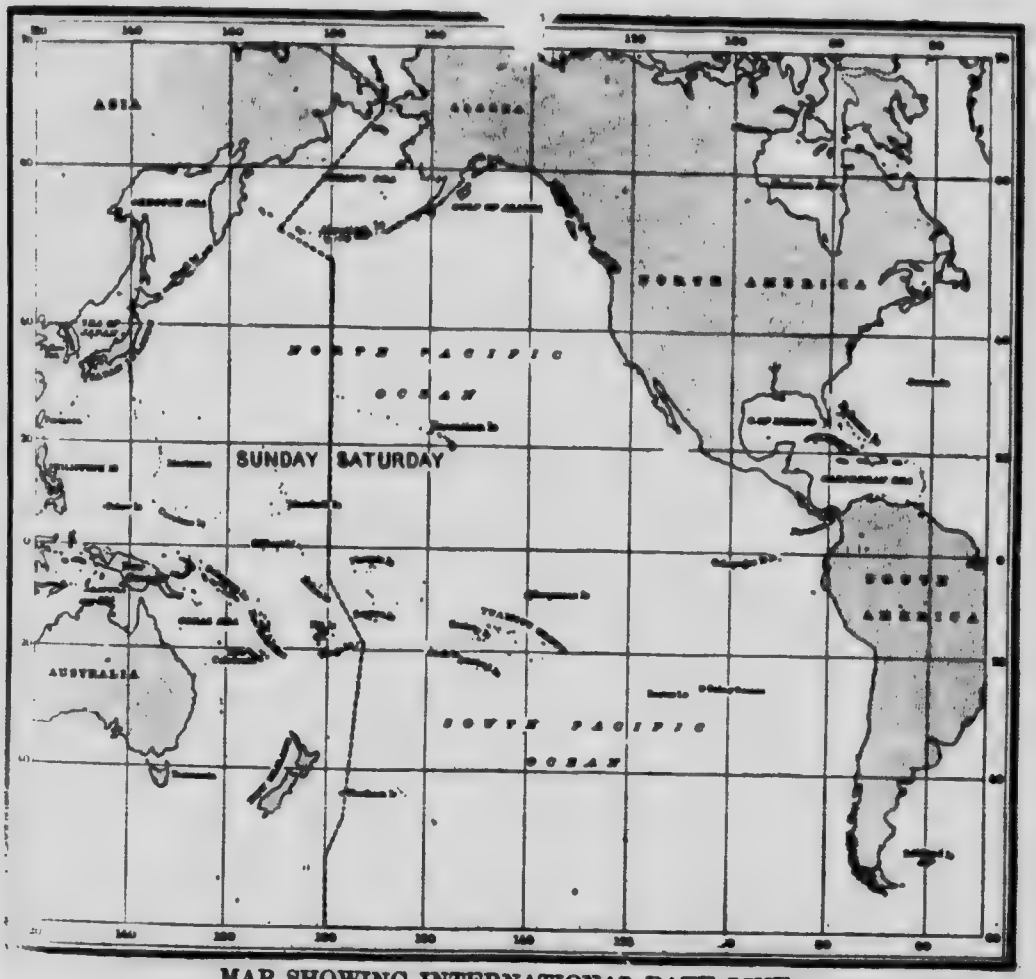
form time is observed. It takes the sun twenty-four hours to circle the earth (to be sure it is the earth that moves, but for convenience we will consider that the earth is stationary and that the sun is moving around it). The earth is divided into 360 degrees of longitude. Therefore it takes the sun one hour to traverse 15 degrees of longitude. The United States and the majority of the European countries have decided to establish time zones approximately 15 degrees wide, so that the time of one zone will differ from the next adjacent zones by an even hour. The degrees of longitude are measured from Greenwich, and at 15 degrees east of Greenwich the *Standard Time* used by the surrounding country will be just one hour ahead of *Greenwich Time*. Regions in the neighborhood 30 degrees east of Greenwich will use time two hours faster than the standard time of Greenwich. The same is true in the westward direction, except that here the clocks will be set slower than *Greenwich Time* in even hours at intervals of 15 degrees.

Eastern Time is taken from the 75th meridian, which being five times 15 degrees west of Greenwich, makes the time in this zone five hours slower than *Greenwich Time*. *Central Time* is taken from the 90th meridian and is one hour slower than *Eastern Time* and six hours slower than *Greenwich Time*. *Mountain Time* is taken from the 105th meridian, and *Pacific Time* from the 120th meridian. The zones are somewhat distorted, mainly to suit the convenience of railroads. In Europe each country is small enough to be included in a single zone.



MAP SHOWING INTERNATIONAL DATE LINE

The small dials show what time it is in those states and countries of America and Europe that use Standard Greenwich time, when it is 12 o'clock in New York
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Greenwich Time is used in Belgium, Great Britain, Holland (railways and telegraph), and Spain. *Central European Time*, which is one hour faster than *Greenwich Time*, is used by Austria-Hungary, Denmark, Germany, Italy, Norway, Servia, Sweden and Switzerland. *Eastern European Time*, two hours faster than *Greenwich*, is used by Bulgaria and Egypt, and, by Europeans, in Turkey, the native time in the last-named country being based on sunset, which being the end of the Turkish day, marks the hour of 12.

In Belgium, Italy and Spain the clock dial is divided into twenty-four hours, beginning with 0 at midnight and thus doing away with A. M. and P. M.

A number of European countries have not accepted *Standard Time* based on the meridian of Greenwich, but base their time on a meridian of their own. France, for instance, uses the local mean time of Paris, which is 9 minutes and 21 seconds faster than *Greenwich Time*. This is the time that appears outside of railroad stations, but the clocks inside by which the trains are operated are five minutes slower. Holland clocks are 19 minutes and 32 seconds faster than Greenwich, the time being taken from the Observatory at Amsterdam. Ireland uses local *Mean Solar Time* of Dublin, and is 25 minutes and 21 seconds slower than *Greenwich*. Portugal takes the local *Mean Solar Time* of Lisbon, which is 36 minutes and 45 seconds slower than *Greenwich*. As in France, railroad time is 5 minutes slower, while The Royal Observatory of St. Petersburg sets the standard for Russia, which is 2 hours 1 minute 19 seconds faster than *Greenwich Time*.

Were it possible for a person to travel westward around the world as fast as the sun, time would to him appear to be at a standstill. If he started, say, at noon Monday, it would always be noon Monday to him, and apparently there would be no change in his calendar. Yet somewhere along his course around the world Monday must have ended and Tuesday must have begun. Were the traveler proceeding eastward he would in 12 hours meet and pass the sun on the opposite side of the earth and would apparently have reached the hour of noon Tuesday. At the end of 12 hours more he would meet the sun a second time and would have to tear off another leaf from his calendar and call the time noon, Wednesday. In other words, his journey around the globe would have taken him two days longer than the man who traveled with the sun and made the trip in no time. It is a fact that a trip around the earth in a westward direction can actually be made in two days less than a trip in the eastward direction, although the same rate of speed is preserved; but the days of the east-bound traveler would be shorter than those of the west-bound traveler. In both cases the travelers would arrive with their calendars one day wrong; but a line has been established running north and south at which travelers are obliged to add a day if they cross it going westward or subtract a day if they cross it traveling eastward. In other words, the day is supposed to start and end along this line, which is called the *International Date Line*. It follows the 180th meridian except for a few digressions, as indicated in the accompanying map, to suit the convenience of inhabitants of islands lying nearby.

MEMORANDA FOR THE YEAR 1910.

Golden Number	XI.	Spring Commences	Mar.	21	Sundays after Trinity	June	26
Epact	19	*Good Friday*	"	25	Independence Day	July	4
Solar Cycle	15	*Easter Day*	"	27	Labor Day	Sept.	5
Roman Indiction	8	*Ascension (Holy) Thursday*	May	5	Autumn Commences	Sept.	23
Dominical Letter	B				Election Day	Nov	8
Julian Period (year of)	6623	*Pentecost—Whit Sun'y.*	"	15	Thanksgiving Day	"	24
Septuagesima Sunday	Jan. 23	*Trinity Sunday*	"	22	*First Sunday in Adv't.*	"	27
Ash Wednesday	Feb. 9	*Corpus Christi*	"	26	Winter Commences	Dec.	22
Lincoln's Birthday	Feb. 12	Decoration Day	"	30	*Christmas Day* (S'ud'y)	"	25
Washington's Birthday	Feb. 22	Summer Commences	June	21			

It is said that tipping had its origin in Bible times with the biblical tithes. At any rate ten per cent. is a safe basis for tipping.

The usual charge for transporting a cat on transatlantic steamers is $5.00, and birds $4.00 for each cage.

INFORMATION AS TO TIME.

CALENDAR FOR THE YEAR 1910.

	January						February						March					
Su.	—	2	9	16	23	30	—						—					
M.	—	3	10	17	24	31	—						—					
Tu.	—	4	11	18	25	—	—						—					
W.	—	5	12	19	26	—	—						—					
Th.	—	6	13	20	27	—	—						—					
F.	—	7	14	21	28	—	—						—					
S.	1	8	15	22	29	—	—						—					
Su.	—		6	13	20	27	—		6	13	20	27	—		6	13	20	27
M.	—		7	14	21	28	—		7	14	21	28	—		7	14	21	28
Tu.	1	8	15	22	—		1	8	15	22	—		1	8	15	22	29	—
W.	2	9	16	23	—		2	9	16	23	—		2	9	16	23	30	—
Th.	3	10	17	24	—		3	10	17	24	—		3	10	17	24	31	—
F.	4	11	18	25	—		4	11	18	25	—		4	11	18	25	—	
S.	5	12	19	26	—		5	12	19	26	—		5	12	19	26	—	

	April						May						June					
Su.	—	3	10	17	24			1	8	15	22	29			5	12	19	26
M.	—	4	11	18	25			2	9	16	23	30	—		6	13	20	27
Tu.	—	5	12	19	26			3	10	17	24	31	—		7	14	21	28
W.	—	6	13	20	27			4	11	18	25	—	—		1	8	15	22
Th.	—	7	14	21	28			5	12	19	26	—	—		2	9	16	23
F.	1	8	15	22	29			6	13	20	27	—	—		3	10	17	24
S.	2	9	16	23	30			7	14	21	28	—	—		4	11	18	25

	July						August						September					
Su.	—	3	10	17	24	31	—		7	14	21	28	—		4	11	18	25
M.	—	4	11	18	25	—	1	8	15	22	29	—	—		5	12	19	26
Tu.	—	5	12	19	26	—	2	9	16	23	30	—	—		6	13	20	27
W.	—	6	13	20	27	—	3	10	17	24	31	—	—		7	14	21	28
Th.	—	7	14	21	28	—	4	11	18	25	—	—	1	8	15	22	29	—
F.	1	8	15	22	29	—	5	12	19	26	—	—	2	9	16	23	30	—
S.	2	9	16	23	30	—	6	13	20	27	—	—	3	10	17	24	—	

	October						November						December					
Su.	—	2	9	16	23	30	—		6	13	20	27	—		4	11	18	25
M.	—	3	10	17	24	31	—		7	14	21	28	—		5	12	19	26
Tu.	—	4	11	18	25	—	1	8	15	22	29	—	—		6	13	20	27
W.	—	5	12	19	26	—	2	9	16	23	30	—	—		7	14	21	28
Th.	—	6	13	20	27	—	3	10	17	24	—	—	1	8	15	22	29	—
F.	—	7	14	21	28	—	4	11	18	25	—	—	2	9	16	23	30	—
S.	1	8	15	22	29	—	5	12	19	26	—	—	3	10	17	24	31	—

MEMORANDA FOR THE YEAR 1911.

Golden Number, XII
Epact, 30
Solar Cycle, 16
Roman Indiction, 9
Dominical Letter, A
Julian Period (Year of 6624)
Septuagesima Sunday, February 12
Ash Wednesday, March 1
Lincoln's Birthday, February 12
Washington's Birthday, February 22
Spring Commences, March 21
Good Friday, April 14
Easter Day, April 16
Ascension (Holy) Thursday, May 25
Pentecost—Whit Sunday, June 4
Trinity Sunday, June 11
Corpus Christi, June 16
Decoration Day, May 30
Summer commences, June 22
Sundays after Trinity, June 24
Independence Day, July 4
Labor Day, September 4
Autumn commences, September 23
Election Day, November 2
Thanksgiving Day, November 23
First Sunday in Advent, December 3
Winter commences, December 22
Christmas Day, December 25

CALENDAR FOR THE YEAR 1911

	January.						February.						March.					
Su.	1	8	15	22	29			5	12	19	26		—	5	12	19	26	
M.	2	9	16	23	30			6	13	20	27		—	6	13	20	27	
Tu.	3	10	17	24	31			7	14	21	28		—	7	14	21	28	
W.	4	11	18	25	—		1	8	15	22	—		1	8	15	22	29	—
Th.	5	12	19	26	—		2	9	16	23	—		2	9	16	23	30	—
F.	6	13	20	27	—		3	10	17	24	—		3	10	17	24	31	—
S.	7	14	21	28	—		4	11	18	25	—		4	11	18	25	—	

	April.						May.						June.					
Su.	—	2	9	16	23	30	—		7	14	21	28	—		4	11	18	25
M.	—	3	10	17	24	—	—	1	8	15	22	29	—		5	12	19	26
Tu.	—	4	11	18	25	—	—	2	9	16	23	30	—		6	13	20	27
W.	—	5	12	19	26	—	—	3	10	17	24	31	—		7	14	21	28
Th.	—	6	13	20	27	—	—	4	11	18	25	—	—	1	8	15	22	29
F.	—	7	14	21	28	—	—	5	12	19	26	—	—	2	9	16	23	30
S.	1	8	15	22	29	—	—	6	13	20	27	—	—	3	10	17	24	—

	July.						August.						September.					
Su.	—	2	9	16	23	30	—		6	13	20	27	—		3	10	17	21
M.	—	3	10	17	24	31	—		7	14	21	28	—		4	11	18	25
Tu.	—	4	11	18	25	—	1	8	15	22	29	—	—		5	12	19	26
W.	—	5	12	19	26	—	2	9	16	23	30	—	—		6	13	20	27
Th.	—	6	13	20	27	—	3	10	17	24	31	—	—		7	14	21	28
F.	—	7	14	21	28	—	4	11	18	25	—	—	1	8	15	22	29	—
S.	1	8	15	22	29	—	5	12	19	26	—	—	2	9	16	23	30	—

	October.						November.						December.					
Su.	1	8	15	22	29		—		5	12	19	26	—		3	10	17	24	31
M.	2	9	16	23	30		—		6	13	20	27	—		4	11	18	25	—
Tu.	3	10	17	24	31		—		7	14	21	28	—		5	12	19	26	—
W.	4	11	18	25	—		—	1	8	15	22	29	—		6	13	20	27	—
Th.	5	12	19	19	—		—	2	9	16	23	30	—		7	14	21	28	—
F.	6	13	20	27	—		—	3	10	17	24	—	—	1	8	15	22	29	—
S.	7	14	21	28	—		—	4	11	18	25	—	—	2	9	16	23	30	—

JEWISH CALENDAR (A.D. 1910, A.M. 5670-5671).

The Year 5670 commenced September 16, 1909

		5670.		
Jan.	11	New Moon...	Sebat	1
Feb.	10	New Moon...	Adar	1
Mar.	12	New Moon...	Veadar	1
"	24	Fast of Easter...	"	13
"	25	Purim...	"	14
"	26	Shusan...	"	15
April	10	New Moon.	Nisan	1
"	24	Festival of Passover	"	15
"	25	" " 2d day	"	16
"	30	" " 7th day	"	21
May	1	" " ends	"	22
"	10	New Moon	Yiar	1
June	8	New moon...	Sivan	1
"	13	Festival of Weeks...	"	6
"	14	" " 2d day	"	7
July	8	New Moon...	Tamuz	1
July	24	Fast of Tamuz...	Tamuz	17
Aug.	6	New Moon...	Ab	1
"	14	Fast of Ab...	"	9
Sept.	5	New Moon...	Elul	1
		5671.		
Oct.	4	First day of New Year	Tishri	1
"	5	Second " "	"	2
"	6	Fast of Gedaliah...	"	3
"	13	Day of Atonement...	"	10
"	18	Feast of Tabernacles.	"	15
"	19	" " 2d day.	"	16
"	24	Hosana Rabah ...	"	21
"	25	Feast of the 8th day..	"	22
"	26	Rejoicing of the Law.	"	23
Nov	3	New Moon...	Hesvan	1
Dec.	2	New Moon...	Kislev	1
"	26	Dedication of the Temple"		25

NOTE.—All Jewish Sabbaths and Festivals commence the previous Evening at Sunset.

MOHAMMEDAN CALENDAR (A.D. 1910, A.H. 1328).

Year.	Name of Month.	Month begins		Year.	Name of Month	Month begins	
1328	Muharram.	January	13	1328	Rajab...	July	9
"	Saphar.	February	12	"	Shaaban...	August	8
"	Rabia I...	March	13	"	Ramadàn...	September	6
"	Rabia II ...	April	12	"	Shawall...	October	6
"	Jomada I...	May	11	"	Dulkaada...	November	4
"	Jomada II ...	June	10	"	Dulheggia...	December	4

GREEK & RUSSIAN CALENDAR.

A. D. 1909, A.M. 7417.

Old Style.		Certain Holy Days	New Style	
Jan.	1	Circumcision...	Jan.	14
"	6	Theophany (Epiphany)...	"	19
Feb.	2	Hypapante...	Feb.	15
"	28	Carnival Sunday...	Mar.	13
Mar.	7	First Sunday in Lent...	"	20
"	9	Forty Martyrs...	"	22
"	25	Annunciation of Theotokos...	April	7
April	11	Palm Sunday...	"	24
"	16	Great Friday...	"	29
"	18	Holy Pasch...	May	1
"	23	St. George ...	"	6
May	9	St. Nicholas...	"	22
"	14	Coronation of the Emperor*	"	27
"	27	Ascension...	June	9
June	6	Pentecost...	"	19
"	7	Holy Ghost...	"	20
"	29	Peter & Paul, Chief Apostles	July	12
Aug.	1	First day of Fast of Theotokos...	Aug.	14
"	6	Transfiguration...	"	19
"	15	Repose of Theotokos (Assumption)...	"	28
"	30	St. Alexander (Nevsky)*.	Sept.	12
Sept.	8	Nativity of Theotokos...	"	21
"	14	Exaltation of the Cross...	"	27
Oct.	1	Patronage of Theotokos*..	Oct.	14
"	21	Accession of the Emperor*	Nov.	3
Nov.	15	First day Fast of the Nativity...	"	28
"	21	Entrance of Theotokos..	Dec.	4
Dec.	6	St. Nicholas...	"	19
"	9	Conception of Theotokos..	"	22
"	25	Nativity...	Jan.	7

*Peculiar to Russia.

JULIAN CALENDAR.

In the Roman (Julian) Calendar the months correspond exactly with our own, excepting that down to the time of the great Emperor Augustus, the fifth and sixth months of the year—which, with the Romans, began with March—were called Quintilis and Sextilis; afterwards they were named in honor of the emperors Julius and Augustus.

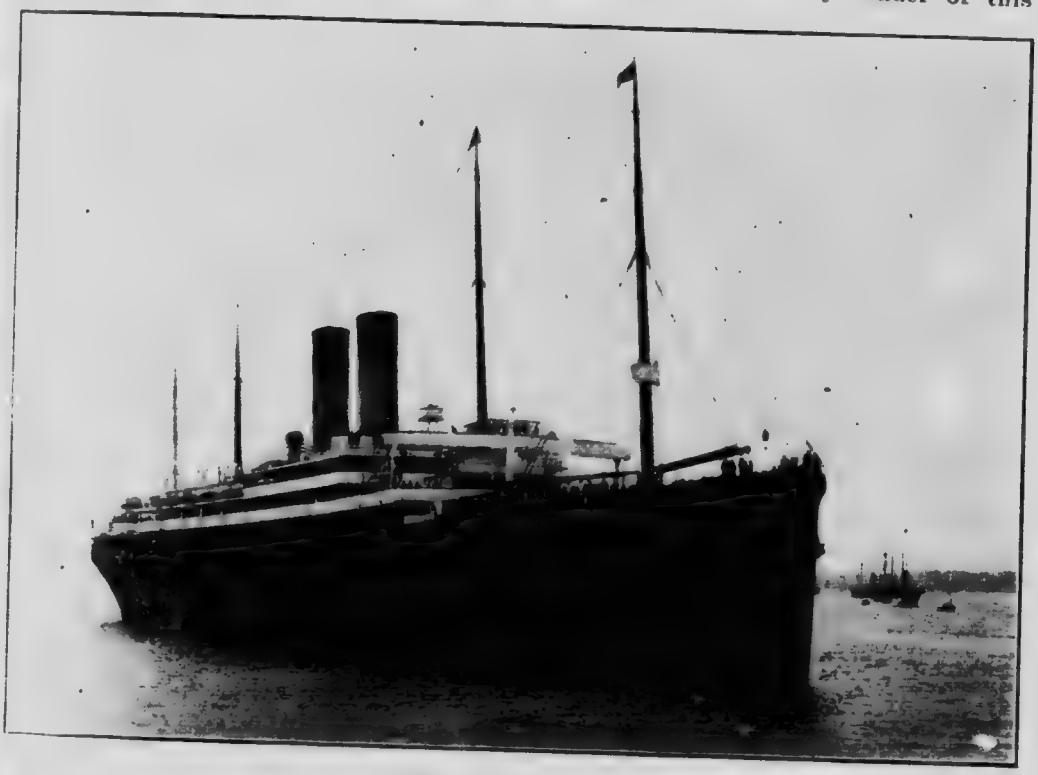
In reckoning the days of each month three fixed points were taken, and any particular day was said to be so many days *before* the next coming fixed day. These three points were (1) the Kalends, by which name the first of each month was known; (2) the Nones, which fell on the seventh day of the month in March, May, July and October, and on the fifth day in each of the other months; and the Ides, which always fell eight days after the Nones.

For example, the 1st of January was the Kalends of January (*Kalendis Januariis*) the 31st of December was the day before the Kalends of January (*pridie Kalendas Januarias*); but Dec. 30 was the third day before the Kalends of January (*ante diem tertium Kalendas Januarias*), in this case both Jan. 1st and Dec. 31st being included in the reckoning. And so on back to Dec. 14th, which was the nineteenth day before the January Kalends (*ante diem undevicesimum Kal. Jan.*). Dec. 13th being *Idibus Decembribus*, the Ides of December. In Leap-year, both Feb. 24th and Feb. 25th were known as the sixth day before the March Kalends, being distinguished respectively as *prior* and *posterior*.—WHITAKER'S ALMANACK.

PRELIMINARY READING

A list of appropriate books will be found in the BIBLIOGRAPHY at the end of the book. The writer has in preparation *detailed* information as to various places having literary association with special reference to visiting them. While this matter cannot be gotten ready in time for this edition, still the titles may suggest some timely reading: "Dickens' England," "Dickens' London," "Thackeray's England," "Gilbert White and Selborne," "Along the Streams with Izaak Walton," "Carlyle's England," "Land of Scott," "Shakespeare's England," "In the Footsteps of Our Fathers," "Milton's England," "Lorna Doone and Exmoor," "With the Poets in the Lake Country," "The Burns Country," "The Hardy Country," "The Ingoldsby Country," "The Canterbury Pilgrims," "Knutsford" (Cranford), "Broadway" England.

For the Continent there is in preparation "Memorable Paris Houses," "The Paris of Dumas," "In the Footsteps of Goethe," "Wagnerian Pilgrimage," "The Passion Play," "Dante and His Time." Any reader of this book who has made any of these journeys and who would like to contribute his or her quota to the sum total of travelers' lore, are requested to write to A. A. Hopkins, Box 773, New York City, N. Y. All information will be promptly acknowledged and available matter will be used at the first opportunity.



THE "ADRIATIC"
Is a stately giant of the sea with immense passenger accommodations
Length, 726 feet; Tonnage, 23,541; Horse power, 40,000

GUIDE BOOKS.

A list of guide books and books for preliminary study will be found at the end of the present volume (see the BIBLIOGRAPHY). While the list normally belongs in this section of the book, it is not found possible to get the list in the proper form in time to include it here, as a number of books were an-

nounced as coming out while the major part of this book was on the press. Those who have no time to consult this list before starting on the trip will do well to provide one or two Baedeker's Guides for use on the voyage, in order to enable a traveler to prepare for the first stages of the trip, such as Baedeker's Guide to Great Britain, price $3.00; London, $1.80; Paris, $1.80, or Berlin, 90 cents. To those who do not wish to purchase Baedeker's Guides, we commend the information given elsewhere in this book. The matter is in sufficient detail to enable the traveler to locate comfortably in London, Paris or Berlin, as well as to make the journey with the proper knowledge of the traveling conditions, etc.

Do not calculate on buying guides just before you start. The most useful are very often "out of print" or "out of stock," particularly the indispensable "Baedeker's." We made up a list of the more popular ones (ten in number) and submitted them to the American agents. The list was as follows: Northern France, Southern France, Northern Germany, Southern Germany, Rhine, Great Britain, London, Paris, Switzerland, Belgium and Holland. Out of this number, Southern Germany, Great Britain, Belgium and Holland were out of stock as well as the "Conversation Dictionary" (a very useful little book), which sells for 90 cents. A full list of guides with critical notes will be found in the BIBLIOGRAPHY at the back of the book.

Ladies who desire additional information as to preparation for the journey, and special information which will benefit them in traveling abroad, should purchase a copy of Mary Cadwalder Jones' "European Travel for Women," which is published in this country at an expense of $1.00.

COURIERS

The courier of thirty years ago is practically unknown. He was a linguist who traveled with rich individuals or parties, and conducted them to the best hotels and saw to it that they paid the highest prices for everything, both in hotels and shops. The courier was an unmitigated nuisance and has been largely done away with by the more general use of the English language, and by a more general knowledge of French by the average American and English traveler. The courier's wages were as nothing compared with the commissions which he exacted from everybody with whom he came in contact. Occasionally, to give a suspicion of honesty, a portion of this commission would be disgorged to his employer. In certain places in the Far East, couriers, or their equivalents, are now necessary, but they should never be engaged except on the recommendations of one of the great tourist agencies of world-wide reputation. It may be stated that the tourist agencies have been a very large factor in the disappearance of the courier.

INTERPRETERS

Interpreters in the employ of large tourist agencies will be found at the principal stations and most boat landings in Europe. Those who have purchased their tickets from these tourist agencies may call upon them freely and will find that they tend to decrease the discomforts of travel. When their services are engaged, a moderate fee is suggested. The simple showing of the case in which the railroad tickets are kept is sufficient proof that the traveler is a client of the tourist agency. Interpreters in the uniform of the largest agency meet principal trains and steamers at following places and assist holders of their tickets free of charge: Alexandria, Algiers, Amsterdam, Antwerp, Bale, Bergen, Beyrout, Bombay, Bremen, Brindisi, Brussels (summer only), Calcutta, Cannes, Christiania, Cologne, Colombo, Constantinople, Florence, Dresden, Geneva, Genoa, Gibraltar, Hong Kong, Jaffa, Haifa, Hamburg, Lausanne, London (Charing Cross and Victoria), Lucerne, Madrid, Malta, Marseilles, Mentone, Milan, Naples, New York, Nice, Paris, Patras, Piraeus, Rome, San Remo, Trieste, Trondhjem, Turin, Venice, Vienna, Vintimille, Yokohama, Zurich. An interpreter meets passengers at Tilbury. The interpreters are not on duty on Sundays except by special arrangement.

TRAVELERS' VOCABULARY *

ENGLISH

The Post Office

Are there any letters for me?
Letters addressed to the post office (General Delivery), to be left till called for
Post
Postage Stamps
Postal Card
Registered Letter

Traveling

The Railway Station
Baggage, Luggage
Baggage Receipt
Is this the train for———?
How long shall we stop here?

Railway
Ticket
Return Ticket
The Berth
The stateroom
Steward
Stewardess
We wish to get out
What time does the train start for———?
Where do we stop for meals?

Is it time to leave?
When shall we start?

FRENCH

Bureau de Poste

Y a-t-il des lettres pour moi?
Une lettre adressée Poste Restante

Poste
Timbres-poste
Carte-postale
Une lettre recommandée

Le Voyage

La Gare
Le Bagage
Le reçu des bagages
Est-ce là le train pour———?
Combien de temps arrêtons-nous ici?
Le chemin de fer
Le billet
Le billet d'aller et retour
Le lit; La couchette
La Cabine
Le garçon (or) valet
La femme de chambre
Nous désirons descendre
A quelle heure part le train pour———?
Où arrêtons-nous pour manger?

Est-il temps de partir?
Quand partons-nous?

GERMAN

Postamt

Sind Briefe für mich da?
Ein postlagernder Brief

Post
Briefmarken
Briefkarte
Eingeschriebener Brief

Die Reise

Der Bahnhof
Des Gepäck
Der Gepäck-Schein
Ist dies der Zug nach———?
Wie lange Aufenthalt hier?

Die Eisenbahn
Das Billet
Das Retourbillet
Das Bett
Die Kajüte
Schiffsaufwärter
Schiffsaufwärterin
Wir wollen aussteigen
Um wie viel Uhr fährt der Zug nach———?
Wo essen wir?

Ist es Zeit zu gehen?
Wann gehen wir?

ITALIAN

Officio Postale

Ci sono lettere per me?
Una lettera ferma in posta (Posta Restante)

Posta
I francobolli
Carta Postale
Una lettera recommandata

Viaggio

Stazione
Il bagaglio
La ricevuta del bagaglio
E quello il treno per———?
Quanto tempo ci fermeremo qui?

La Strada ferrata
Il Biglietto
Biglietto d'andata e ritorno
Il letto
La Cabina
Il locandiere
La cameriera
Vogliamo descendere
A che ora parte il treno per———?

Dove si fa la fermata per pranzare?
E ora di partire?
Quando partiremo?

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TRAVELERS' VOCABULARY—*Continued.*

ENGLISH	FRENCH	GERMAN	ITALIAN
Reading Room	**Salon de Lecture**	**Lese Zimmer**	**Il Cabinetto di Lettura**
A pen	Une plume	Eine Feder	Una penna
Blotting paper	Papier buvard	Das Löschpapier	La Carta Sugante
Envelope	Une enveloppe	Ein Couvert	La Sapracarta; Coperta
Give me	Donnez-moi	Geben Sie mir	Datemi
Letter paper	Papier à lettre	Schreibpapier	Carta da lettere
Newspaper	Le journal	Die Zeitung	Il giornale
Newspaper wrapper	Bande de journal	Kreuzband	Invoglio di giornale
Railway guide	Guide de chemin-de-fer	Eisenbahn Anzeiger	Guida della strada ferrata
Sheet of paper	Feuille de papier	Bogen Papier	Foglio di carta
(Postage) stamp	Timbre-poste	Briefmarke	Il francobollo
Sealing-wax	Cire à cacheter	Siegellack	Cera lacca
Dining Room Restaurant Meals	**Salle a Manger Restaurant La Nourriture**	**Speise Saal Restauration Die Bekostigung**	**Sala da Pranzo Trattoria Il Cibo**
Apple	La pomme	Der Apfel	Il pomo
Beef	Du bœuf	Das Rindfleisch	Il manzo
Beefsteak	Le biftek	Das Beefsteak	La cotelletta di manzo
Beer	De la bière	Das Bier	La Birra
Bottle	Une bouteille	Eine Flasche	Una bottiglia
Brandy	Eau de vie, cognac	Cognac, Branntwein	Dell' acquavite; cognac
Bread	Du pain	Das Brod	Il pane
Breakfast	Déjeuner	Das Frühstück	La colazione
Butter	Du beurre	Die Butter	Del burro—butirro
Cheese	Du fromage	Der Käse	Il formaggio
Chicken	Un poulet	Das Huhn	Un pallastro, pollo
Chop	Une côtelette	Das Cotellette	Una costolina
Claret	Du Bordeaux	Der Bordeauxwein	Del vino di Bordeaux
Cup of Coffee	Une tasse de café	Eine Tasse Caffee	Tazza di caffè
Did you understand?	Avez-vous compris?	Haben Sie verstanden?	M' avete capito?
Dinner	Le diner	Das Mittagessen	Il pranzo
Egg	Un œuf	Das Ei	Della Uova
Fish	Du poisson	Der Fisch	Del pesce
Fork	La fourchette	Die Gabel	La forchetta
Game (venison)	Du gibier	Das Wildpret	Della cacciagione
Give me something to eat	Donnez-moi quelque chose à manger	Geben Sie mir etwas zu essen	Datemi qualche cosa da mangiare
Glass of water	Un verre d'eau	Ein Glas Wasser	Un bicchiere d'acqua
Grapes	Des raisins	Trauben	Dell' uva
Ice	De la glace	Eis	Il ghiaccio, Il gelato
I am hungry	J'ai faim	Ich bin hungrig	Ho fame

TRAVELLERS' VOCABULARY (Continued)

ENGLISH	FRENCH	GERMAN	ITALIAN
I am thirsty	J'ai soif	Ich bin durstig	Ho sete
Is dinner ready?	Le diner est-il prêt?	Ist das Mittagessen bereit?	E pronto il pranzo
Knife	Le couteau	Das Messer	Il coltello
Lamb	De l'agneau	Das Lammfleisch	Dell' aguello
Lemon	Un citron	Eine Citrone	Un limone
Liver	Du foie	Die Leber	Il fegato
Meat	De la viande	Das Fleisch	Della carne
Milk	Du ait	Milch	Il late
Mineral water	De l'eau minérale	Mineral Wasser	Dell' acqua minerale
Mutton	Du mouton	Hammelfleisch	Del castrato
Napkin	Une serviette	Eine Serviette	Tovaglinolo
Omelet	Une omelette	Eine Omelette	Una frittata
Orange	Une orange	Eine Apfelsine	Un arancio
Oysters	Des huitres	Die Auster	Ostriche
Peach	Une pêche	Der Pfirsich	La pesca
Pear	Une poire	Die Birne	La pera
Poultry	De la volaille	Das Geflügel	Del pollame
Salad	De la salade	Der Salat	Dell' insalata
Salt	Du sel	Das Salz	Il sale
Sausage	La saucisse	Die Wurst	La salsiccia
Show me your bill of fare	Montrez-moi la carte	Zeigen Sie mir die Speisekarte	Mostratemi la lista
Spoon	La cuillière	Der Löffel	Il cucchiaio
Sugar	Le sucre	Der Zucker	Lo zucchero
Supper	Le souper	Das Abendbrot	La cena
Veal	Du veau	Klabfleisch	Vitello
Vegetables	Des légumes	Das Gemüse	Dei legumi
Vinegar	Du vinaigre	Der Essig	L' aceto
Waiter	Le garçon	Der Kellner	Il cameriere
Wine list	La carte des vins	Die Weinkarte	La lista dei vini
In a City	**Dans une Ville**	**In einer Stadt**	**In Una Citta**
Address	L'adresse	Die Adresse	L' indirizzo
Art Gallery	Gallerie des beaux arts	Kuntstausstellung, Bilder-Gallerie	La Galleria dell' arti
Bank	La banque	Die Bank	La banca
Barber	Le coiffeur	Der Barbier	Il barbiere
Bid him come	Dites lui de venir	Schicken Sie ihn hierher	Ditegli che venga, chiamatelo
Bootmaker	Le cordonnier	Schuhmacher	Il calzolaio
Come here	Venez ici	Kommen Sie her	Venite qui
Consulate	Le consulat	Das Consulat	Il consolato
Dressmaker	La couturière	Die Schneiderin	La sarta
Engage furnished apartments	Louer un appartement meublé	Meublirte Wohnung zu miethen	Appigionari degli appartamenti ammobigliati
Follow me	Suivez-moi	Folge mich	Seguitemi

TRAVELERS' VOCABULARY—*Continued*

ENGLISH	FRENCH	GERMAN	ITALIAN
Gloves	Le gantier	Der Handschuhmacher	Il guantajo
Have you a room to let?	Avez-vous une chambre à louer?	Haben Sie ein Zimmer zu vermiethen?	Avete una camera da affittare?
Hotel	L'Hôtel	Das Gasthaus, Hotel	L' albergo
I wish to see the proprietor	Je désire parler au propriétaire; au patron	Ich wünsche den Wirt zu sprechen	Vorrei parlare al maestro di casa
Jeweler	Le bijoutier	Der Juwelier	L' orefice
Make haste	Dépêchez-vous	Beeilen Sie sich	Spicciatevi
Milliner	La modiste	Die Putzmacherin	La modista
Money changer	Le banquier	Der Geldwechsler	Il cambia-valute
Museum	Le musée	Das Museum	Il museo
Not so quick	Pas si vite	Nicht so schnell	Non tanto presto
Palace	Le palais	Das Schloss	Il palazzo
Physician	Le médecin	Der Arzt	Il medico
Please tell me the way to——?	Veuillez m'indiquer le chemin à——?	Bitte mir den Weg nach——zu zeigen.	Mostratemi favorisca la via per——?
Policeman	Agent de police	Der Polizist	Ufficiale della polizia
Police Station	Bureau de police	Das Polizeiamt	L' Ufficio di polizia
Restaurant	Le restaurant	Die Restauration	La trattoria
Stationer	Le papetier	Der Schreibmaterialenhändler	Il cartaio
Tailor	Le tailleur	Der Schneider	Il sartore
Tobacconist	Marchand de tabac	Tabakhandlung	Il tabaccaio
Turn to the left	Tournez à gauche	Wendea Sie sich links	Tornate a sinistra
Turn to the right	Tournez à droite	Wenden Sie sich rechts	Tornate a destra
Wine dealer	Marchand de vin	Weinhändler	Mercante di vino
What is the charge of admission?	Quel est le prix d'entrée?	Was ist der Eintrittspreis?	Quanto costa per entrare
Traveling	**Le Voyage**	**Die Reise**	**Viaggio**
Which is the best Hotel at——?	Quel est le meilleur hôtel à——?	Welches ist das beste Hotel in——?	Qual è il miglior albergo in——?
Where is the toilet?	Où sont les lieux d'aisance?	Wo ist der Abtritt?	Dov' è le ritirata?
Custom House	**La Douane**	**Das Zollamt**	**La Dogana**
Custom House Officer	Le Douanier	Der Zollbeamte	Il doganiere
Clothes	Les Vêtements	Kleidungstücke	Gli abiti—panni
Duty	Le Droit	Der Zoll	Il dazio
Dutiable articles	Articles sujets aux droits	Zollbare Sachen	Saggetto a dazio
For personal use	Pour l'usage personnel	Zum eigenen Gebrauch	Per proprio uso
Key	La clef	Der Schlüssel	La chiave
Prohibited	Prohibé (or) défendu	Verboten	Proibito
Search	Visiter, examiner	Visitieren, untersuchen	Visitare
Trunk	La malle	Der Koffer	Il baule
Worn articles	Des objets usés	Gebrauchte Artikel	Ogetti usati

Search	Visiter, examiner	Visitieren, untersuchen	Il baule
Trunk	La malle	Der Koffer	Ogetti usati
Worn articles	Des objets usés	Gebrauchte Artikel	

TRAVELLER'S VOCABULARY *Continued*

ENGLISH	FRENCH	GERMAN	ITALIAN
A Carriage, Cab	**Voiture, Fiacre**	**Wagen, Fiakre, Droschke**	**La Carozza**
Drive (take me) to——street number——	Conduisez-moi à la Rue—numéro——	Fahren Sie mich nach Numero——Strasse	Conducetemi alla Strada——numero——
Engage by the hour	Prendre à l'heure	Stundenweise miethen	Prendere per ora
Send for a cab	Envoyez chercher un fiacre	Lassen Sie eine Droschke holen	Mandate cercare un fiacre
Stop	Arrêtez	Halt	Fermatere
What is your fare?	Qu'ai-je à payer?	Was habe ich zu bezahlen?	Quanto?
Cabman	Cocher	Droschkenkutscher	Cocchiere
Cabstand	Station de Voitures	Droschkenstation	Stazione di carozze
The Hotel—The Inn	**L'Hôtel—L'Auberge**	**Der Gasthof**	**La Locanda—L'Albergo**
A bath	Un bain	Ein Bad	Un bagno
A light	Une lumière	Ein Licht	Il lume
Basin	Une cuvette	Eine Waschschüssel	Il bacile
Bill	Le compte, l'addition	Die Rechnung	Il conto
Bed	Le lit	Das Bett	Il letto
Blanket	Couverture de laine	Wollene Decke	Coperta di lana
Bedroom	La chambre à coucher	Das Schlafzimmer	La Stanza di letto, camera
Bottle of drinking water	Une carafe d'eau	Flasche Trinkwasser	Bottiglia d' acqua da bere
Candle	La chandelle	Die Kerze	La candela
Cellar	La cave	Der Keller	Cantina
Chair	La chaise	Der Stuhl	La sedia
Clean towel	Une serviette blanche	Ein reines Handtuch	L' asciugamano pulito
Coal	Le charbon	Die Kohlen	Il carbone
Door	La porte	Die Thüre	La porta
Dry sheets	Des draps secs	Trockene Bettücher	I lenzuoli secchi
Footbath	Un bain de pieds	Ein Fussbad	Il bagno da piedi
Give me	Donnez-moi	Geben Sie mir	Datemi
Glass	Un verre	Ein Glas	Un bicchiere
Hot water	De l'eau chaude	Heisses Wasser	Dell' acqua calda
Hotel bill	Le compte, l'addition	Die Rechnung	Il conto
I wish to see the proprietor	Je désire parler au propriétaire (patron)	Ich wünsche den Wirth zu sprechen	Vorrei parlare al proprietario
Key	La clef	Der Schlüssel	La chiave
Landlord	Le maitre d'hôtel, le patron	Der Wirth	Il padrone
Matches	Des allumettes	Streichhölzer	I zolfanelli
Parlor	Le salon	Das Wohnzimmer	La sala
Pitcher	Une cruche	Der Krug	La brocca
Plate	Une assiette	Der Teller	Il piatto
Room	La chambre	Das Zimmer	L' appartamento
Sheets	Les draps	Die Bettücher	Il lenzuoli
Soap	Le Savon	Die Seife	Il sapone
Stairs	Les escaliers	Die Treppe	La scala

TRAVELERS' VOCABULARY—*Continued*

ENGLISH	FRENCH	GERMAN	ITALIAN
Story	Un étage	Der Stock, die Etage	Il piano
The sheets are damp	Les draps sont humides	Die Bettucher sind feucht	I lenzuoli sono umidi
To light the fire	Allumer le feu	Einheizen	Accendere il fuoco
To shave	Se raser, se faire la barbe	Rasieren	Fatemi la barba
Towel	Un essuie-main	Das Handtuch	L' ascingamano
Waiter	Le garçon	Der Kellner	Il cameriere
Washerwoman	La blanchisseuse	Die Wäscherin	La lavandaja
Wake me at—	Réveillez-moi à—	Wecken Sie mich um	Svegliatemi alle-
When do we dine?	A quelle heure dînons-nous?	Wann essen wir?	A che ora si pranza?
Where are our rooms?	Oú sont nos chambres?	Wo sind unsere Zimmer?	Dove sono le nostre camere
Where is the watercloset?	Oú sont les lieux d'aisance, les petits coins?	Wo ist das Closet?	Dov' è la ritirata?
Window	La fenêtre	Das Fenster	La finestra
TOILET	**TOILETTE**	**TOILETTE**	**TOILETTA**
Boots (shoes)	Les chaussures; bottes; souliers	Stiefel	Gli Stivali
Brooch	La broche	Vorstecknadel	La Spillone
Buttonhook	Le crochet	Stiefelknopfer	La Tira-bottini
Buttons	Les boutons	Die Knöpfe	I bottini
Chain	La chaine	Die Kette	La catena
Clothesbrush	La brosse à habit	Die Kleiderbürste	La Scopetta d' abiti
Coat	La redingote	Der Rock	L' abito
Collar	Le col	Der Kragen	Il colletto
Comb	Le peigne	Der Kamm	Il pettin
Corsets	Le corset	Das Corset	Busto
Cuffs	Les manchettes	Manschetten	Il manichin
Dayshirt, chemise	La chemise	Das Hemd	La camicia
Drawers	Les caleçons	Die Unterhosen	La muntande
Dress	La robe	Das Kleid	La roba
Earrings	Les boucles d'oreilles	Die Ohrringe	Gli orrecchini
Hair brush	La brosse à cheveux	Die Haarbürste	La spazzola da capelli
Handkerchief	Le mouchoir	Das Taschentuch	Il fazzoletto
Jacket	La jasquette	Die Jacke	Il giacchetto
Nail brush	La brosse à ongles	Die Nagelbürste	Spazzola da unghie
Needles	Les aiguilles	Die Nadeln	Gli aghi
Nightshirt	La chemise de nuit	Das Nachthemd	La camicia da notte
Perfume	Le parfum	Das Perfum	L' odore
Petticoat	La jupe	Der Unterrock	La sottane
Pins	Les épingles	Die Stecknadeln	La spilla
Powder	La poudre	Das Puder	La cipria
Razor	Le rasoir	Das Rasiermesser	Il rasoio
Ribbon	Le ruban	Das Band	Il nastro
Scarf	La cravate	Das Halstuch	La cravatta
Scissors	Les ciseaux	Die Scheere	Le forbici

Ribbon	Le ruban	Das Band	Il nastro
Scarf	La cravate	Das Halstuch	La cravatta
Scissors	Les ciseaux	Die Scheere	Le forbici

TRAVELLERS VOCABULARY *Continued*

ENGLISH	FRENCH	GERMAN	ITALIAN
Skirt	La jupe	Der Rock	Gonnellino
Sponge	L'éponge	Der Schwamm	La spugna
Stockings	Les bas	Die Strümpfe	Le calze
Tooth brush	La brosse à dents	Die Zahnbürste	La spazzolino de denti
Tooth powder	La poudre dentifrice	Das Zahnpulver	Il dentifricio
Trousers	Les pantalons	Die Hose	Pantaloni
Undershirt	La camisole	Die Unterjacke	La camiciuola
Vest	Le gilet	Die Weste	Gilè, La veste
Watch	La montre	Die Uhr	L' oriuolo
Watch Key	La clef de montre	Der Uhrschlüssel	La chiave d' oriuolo
Waist	Le corsage	Die Taille	Il carpetto
One	Un	Eins	Uno
Two	Deux	Zwei	Due
Three	Trois	Drei	Tre
Four	Quatre	Vier	Quattro
Five	Cinq	Funf	Cinque
Six	Six	Sechs	Sei
Seven	Sept	Sieben	Sette
Eight	Huit	Acht	Otto
Nine	Neuf	Neun	Nove
Ten	Dix	Zehn	Dieci
Eleven	Onze	Elf	Undici
Twelve	Douze	Zwolf	Dodici
Thirteen	Treize	Dreizehn	Tredici
Fourteen	Quatorze	Vierzehn	Quattordici
Fifteen	Quinze	Funfzehn	Quindici
Sixteen	Seize	Sechzehn	Sedici
Seventeen	Dix-sept	Siebzehn	Diecissette
Eighteen	Dix-huit	Achtzehn	Dieciotto
Nineteen	Dix-neuf	Neunzehn	Diecinove
Twenty	Vingt	Zwanzig	Venti
Sunday	Dimanche	Sonntag	Domenica
Monday	Lundi	Montag	Lunedì
Tuesday	Mardi	Dienstag	Martedì
Wednesday	Mercredi	Mittwoch	Mercoledì
Thursday	Jeudi	Donnerstag	Giovedì
Friday	Vendredi	Freitag	Venerdì
Saturday	Samedi	Samstag, Sonnabend	Sabato
A holiday	Un jour de fête	Ein Feiertag, ein Festtag	Un giorno di festa
Yesterday	Hier	Gestern	Ieri
Tomorrow	Demain	Morgen	Domani
Today	Aujourd'hui	Heute	Oggi

THE SWIFT "DEUTSCHLAND" OF THE HAMBURG-AMERICAN LINE

A fine example of the reciprocating engine type of ocean greyhound

Length 686 feet; Tonnage, 16,502; Horsepower, 37,800

PASSPORTS

Passports are required only in Russia and Turkey. Passports are also required for entrance into the Balkan states. Visés for these countries may be obtained from their diplomatic and consular representatives in foreign countries. There are no such representatives in the United States. Passports may be required in other countries of persons making a prolonged stay, but they are often valuable in the securing of registered mail, admissions to certain galleries, etc., which are normally closed to the public. In the case of Russia and Turkey, the passport should have the visé of the consular authorities. Passports are issued by the Secretary of State. An American abroad may make his application before an American diplomatic or consular officer, who will forward it to the department. The fee for a passport is $1.00. This amount in currency or postal order should accompany each application made by a citizen of the United States. The orders should be made payable to the Disbursing Clerk of the Department of State. Drafts or checks are not accepted. A person who is entitled to receive a passport, if in the United States at the time, must make a written application in affidavit form to the Secretary of State. Application must be made by the person to whom the passport is to be issued, and signed by him, as one person cannot apply for a passport for another. The affidavit must be attested by an officer authorized to administer oaths, and an official seal must be affixed, or his official character must be authenticated by a certificate of the proper legal officer. The applicant must take the oath of allegiance to the Government of the United States. The oath is on the application blank. The application must be accompanied by a description of the applicant. Full data for these questions are provided on the blank. There are a number of different forms. There is one for a native citizen, there is one for the naturalized citizen, and one for a person claiming citizenship through the naturalization of husband or parent. In asking for a blank it should be specified which form is desired. A woman's application must state whether she is married or not, and a married woman must state whether her husband is a native or naturalized citizen. A passport expires two years from the date of issue. A passport may be extended for two years by a diplomatic or consular officer of the United States, if presented when it is about to expire. Applications for passports from naturalized citizens must be accompanied by a certificate of naturalization.

When the applicant is accompanied by his wife, minor children and a servant, to be entitled to receive the passport it is sufficient to state the fact, giving the respective ages of the children and the allegiance of the servant, then one passport will suffice for all. For any other person in the party a separate passport will be required. The woman's passport may include her minor children and servant under the above-named conditions. It should be noted, however, that the term "servant" does not include a governess, tutor, pupil, companion or person holding like relations to the applicant for passport. Professional or

WORDING OF PASSPORT.

Good only for two years from date.
(Coat of Arms)
UNITED STATES OF AMERICA.
Department of State.

To all to whom these presents shall come, Greeting: I, the undersigned, Secretary of State of the United States of America, hereby request all whom it may concern to permit ..... a Citizen of the United States ..... Safely and freely to pass and in case of need to give ..... all lawful Aid and Protection.

(SEAL of the Department of State.)

Given under my hand and the Seal of the Department of State, at the City of Washington, the ..... day of ..... in the year 1910, and of the Independence of the United States the one hundred and thirty-fourth.

(Signature of the Secretary of State.)

Description.

Age ..... Years.....
Stature..... Feet Inches Eng.
Forehead.....
Eyes.....
Nose.....
Mouth.....
Chin.....
Hair.....
Complexion.....
Face.....

Signature of the Bearer.

.....

No.....

Note.—The Department of State has refused to grant permission to reproduce a real Passport, hence this rather insufficient substitute.

other titles will not be inserted in the passports. This information is obtained from the circular entitled, "Rules Governing the Granting and Issuing of Passports in the United States," which will be sent with the blank on application. It takes only a few days to obtain a passport. The intervention of those who make a business of securing passports is entirely unnecessary. The blank is very simple and only requires the filling out of the important details, such as the description of the applicant, the taking of the oath of allegiance before a notary public or other officer who is entitled to take similar oaths, and the application must be signed by a credible witness. Some concerns make a business of obtaining passports at a fee of from $2.00 to $5.00, but with the instructions given in this book and the rules given in the circular sent, their services are entirely unnecessary. Information revised by officials of the Department of State on Feb. 15, 1910.

THE BUREAU OF INFORMATION ON THE SHIP
Takes care of letters, telegrams, etc., and is a veritable hotel clerk's office

COST OF EUROPEAN TRIP

The cost of a European trip depends entirely on the time consumed, the route, and the type of accommodations required by the traveler. In planning a European trip the expense can be arrived at very closely by adding together the cost of ocean passage, both eastward and westward, not forgetting to allow for fees on the ocean, usually amounting to about $7.00 each way, and for other expenses which may be incurred at sea. Add to this the cost of the railroad and steamship fares abroad. These can be readily obtained from any reliable tourist agency, which will furnish the tickets without any increase in cost for a lump sum. This saves buying tickets, changing money, etc. After the cost of the ocean and land transportation is obtained, allow about $3.00 a day for hotel expenses, transfer of baggage, etc. If the visitor goes to the very best hotels, this amount can of course be increased to almost any figure, but it is possible, even in London and Paris, to live comfortably for $3.00 a day, although it would perhaps be wiser to allow $4.00 a day in London and Paris, also

A RITZ-CARLTON RESTAURANT ON A HAMBURG-AMERICAN LINER
Here travelers pay only for what they consume

possibly Berlin and Vienna. If the very smartest hotels are to be patronized, about $5.00 a day should be allowed in these cities. Hotel coupons issued by a big tourist agency often save much trouble; they come in various forms. Thus, one series provides for a bed-room, lights and attendance, plain breakfast and dinner at the table-d'hote at a uniform rate of eight shillings, ten francs, or $2.00 a day. The second series, called "B," provides for bed-room, lights and attendance, meat breakfast and dinner at the table-d'hote. The third series, called "C," provides for full board, bed-room, lights and attendance, plain breakfast, luncheon at the table-d'hote, where customary, if not liberal luncheon and dinner at the table-d'hote, at a rate of ten shillings six pence, or thirteen francs a day, which with the fees would bring the expense up to about $3.00 a day, which may be reckoned as a fair average for the hotels in Europe. Of course, during the height of the season, or in great travel centers, as in Munich in the year of the Passion Play, rates are apt to be higher. On the other hand, the accommodations can often be obtained at a much lower rate, especially where a stay of several days is to be made. Rates *en pension* can usually be secured. It should not be supposed that it is necessary in all cases to spend as much as $3.00 a day for actual living expenses. Many persons make considerable stays in Europe and never pay over $2.00 a day at the outside, even in the four cities named, but the average visitor, especially if he is not particularly familiar with foreign languages, and if his time is limited to six or eight weeks, hardly feels like shopping around for a very moderate priced hotel, or cares to do the necessary bargaining to secure slightly decreased rates. The rates in hotels in England are very high for the accommodations which are furnished. The same concern of tourist agents also issues a series of coupons for hotels of the second class. These are issued at seven shillings six pence, or nine francs twenty-five centimes, a day. This is equivalent in American money to $1.85. While the writer has had no personal experience with any but the high class of hotel coupons, an examination of the lists of hotels where they are available seems to indicate that while they are not perhaps of the first class, they are well spoken of by Baedeker, and the editor would be greatly pleased to know the experience of any one who has used these hotels. We have shown how to compute the transportation and living expenses, and the amount stated should be sufficient to include the transferring of baggage and the necessary fees at hotels. The amount given, however, does not include wines or other beverages, cigars, ices, etc.

The expense of sight-seeing varies greatly in different places; thus in Switzerland where guides are often needed for excursions, the expense is greatly increased. Sometimes the expense of sight-seeing may not be over 50 cents, other days it may be $2.00. A great deal depends on the number of cabs which are used and the number in the party. The fees for showing a party of three or four over a castle or through a gallery are very often little greater than the fee for one person. It is possible with reasonable care to make a European trip for $400.00, and for $500.00 the trip could be made with great comfort. The cost of living in Europe has increased, as in this country. It was possible twenty years ago to make a trip, including England, Belgium, Holland, Berlin, Dresden, Nuremberg, Munich, the Passion Play, Switzerland, Italy, as far as Naples, and the Riviera, as far as Nice, for between $600.00 and $700.00. It is doubtful if the same trip to-day could be made for less than $900.00 to $1,000.00. Those who are obliged to limit their expenditure can do so by joining a specially conducted party, although it is probable that the traveler will be much better satisfied to travel by himself, or with a small party of friends. A large tourist agency has, however, gotten up a system entitled, "Inclusive Independent" system of traveling without trouble. This will commend itself to American travelers who do not wish to be seen in the company of a large party with blatant conductors, and who nevertheless desire to be relieved of the worries and details connected with independent traveling tours, and which go far to mar the full enjoyment of the tour abroad. By "Inclusive Independent" travel is meant that not only is the traveling expenditure necessary to a tour, included in the quoted fare, but that the details for the entire journey are so thoroughly worked out and arranged beforehand that no more trouble is experienced by the traveler than is incurred by giving orders to his servants

THE NORTH GERMAN LLOYD EXPRESS STEAMER "KRONPRINZESSIN CECILIE"
Abaft the tall buildings of lower New York
Length, 707 feet; Tonnage, 20,000; Horse Power, 45,000

at home. As an example, let us suppose that a man is taking his wife and family for a trip abroad, an outline of the itinerary is submitted to a tourist agency who will arrange every detail of the journey so that at each halting place the travelers will be met by the omnibus from the hotel where rooms have been engaged and where they will be welcomed as expected guests. If the wish has been expressed to include a drive to some place of interest, or for a guide for sight-seeing, he will simply call for the carriage or the guide, as the case may be. On the expiration of the stay the travelers will be conveyed to the train or steamer, as the case may be; they will be met at the next halting place as before, and so on to the end of the tour. It may be said to resemble a succession of visits to the houses of friends. This method can be applied to tours where one wishes to travel reasonably as well as to where the acme of luxurious travel is desired. Second class tickets may be secured if desired, and still the traveler will have traveled without trouble. As an instance of the case, let us take a three weeks tour from London by the following route: Harwich, Antwerp, Brussels, Luxemburg, Strasburg, Baden-Baden, Heidelberg, Frankfurt, Wiesbaden, the Rhine, Cologne, Amsterdam and The Hague. For second class accommodations with rooms on the second floor, and for sight-seeing, the expense is 23 guineas, or $173.30. Or at an inclusive price of $5.58 a day, which, considering the cost in this country, seems like an extremely low figure. The combinations which can be made are almost endless and the trips can be prolonged at will. No person need be deterred from a European trip if a reasonable amount of money is forthcoming. It is only necessary to write to one of the great tourist agencies and give an outline of what is required and in a general way the amount of money available. The matter will be taken up by expert estimaters and their reply will be forthcoming in a few days. With the information and advice given in this book, and with the cost of the various tours as outlined, there should be little difficulty in working out approximately the cost of a trip.

TEA IN THE PALM GARDEN

INDEPENDENT TOURS

Owing to the fact that many of the railroad companies in Europe revise their rates of fares for the season in March, it has not been possible to place specific information relative to tours at this point in the book. It is thought that the reader would not find it onerous to consult the index if the information ultimately conveyed would be rendered more accurate by including this information as to the railways, tours, etc., at the back of the book.

A SPECIMEN TOUR FIRST AND SECOND CLASS WITH EXTRA TIME EXTENSION.

European travel expense fluctuates with the purse. It is easy to map out the approximate cost of a simple tour with the information given. For more extended tours consult a tourist agency. For example take tour No. 34 in back of book. This is an excellent one.

Atlantic Transport Line, New York - London, minimum	$82.50
Tour No. 34, second class	74.55
Cherbourg to New York, German ship	87.50
Steamer Fees	12.00
Baggage Transfer	1.50
Hotels, 60 days at $3.00	180.00
Sight-seeing	50.00
Extra Drives	10.00
Extra Tips	10.00
Photographs	5.00
Postcards	1.00
Laundry	6.00
Sundries	15.00
	$535.05

By using the second class on the steamer a saving of $55.00 can be effected.

By living more economically at hotels and by reducing other expenses, about $75.00 more could be saved; we, therefore, have:

	$535.05
less	130.00
	$405.05

On the other hand, if better steamer accommodations are required, as the "Kronprinzessin Cecilie" one way and the "Geo. Washington" the other, the expense would be increased by $75.00 to $620.05 in all, and if $30.80 be added for first class travel, on railroads, we have $650.85. It should be remembered that this is for minimum accommodations. $100.00 more would not give very luxurious accommodations on the crack ships, but it would on the slower ships. The trip could easily be extended in time, making it cost about $900.00 for first class all through, fine accommodations and money to spend, so we have an identical trip which varies $500.00 for increased accommodations and an extra month.

LANGUAGE

The English language is sufficient for travel in nearly all of the countries of Europe where travelers are accustomed to go in any quantity. English is spoken by interpreters at the railroad stations, often at post offices, and invariably at all hotels of the first or even second class; also by waiters in restaurants. The fluency of the English spoken by the employees of the Swiss railroads is something phenomenal. A knowledge of French is, of course, highly desirable. The Travelers' Vocabulary, beginning on page 17, will prove of value. Baedeker's Conversation Manual is more extensive and sells at a moderate price.

The following are some of the cargo items on a large express steamer of 18,500 tons: Corn and wheat, 170,000 bushels; lubricating oil, 3,362 barrels; lard, 6,225 barrels and tubs; dried prunes, 11,625 boxes; cottonseed oil, 700 barrels; phonographs, 174 cases; typewriters, 73 cases; sewing-machine woodwork, 867 cases; agricultural implements, 3,219 packages. In all, 62 kinds of American products were loaded into this one vessel. After deducting the cabin space for 1,450 passengers of all classes and bunker space for 2,000 tons of coal, there remains 785,000 cubic feet for cargo. If loaded exclusively with one kind of freight, it could carry any one of the following quantities: 590,000 bushels of wheat, or 628,000 of corn; 31,000 bales of cotton, or 15,000 tons of copper; 65,000 barrels of oil, or 825,000 boxes of dried fruit.

Those who wish to see the difference between the modern liner of to-day with its great luxury, and the vessel of sixty years ago, should read, while on board, Charles Dickens' account of his early voyages to America which are given in "American Notes" and "Martin Chuzzlewit."

One steamship company keeps eggs fresh by covering them with fresh butter as soon as received, placing them on straw and turning them every day.

A "GRAND TOUR"

The following is a delightful tour and the merits of the sights can be vouched for by the writer as he has made it. Start from London, making stops at Rochester and Canterbury; at Dover take steamer to Ostend. This is rather a long Channel trip, and is apt to be rather hard on the bad sailor. Of course, the trip can be made by way of Calais and rail at greater expense. On arriving at Ostend take the train for Bruges which

A SUGGESTION OF A MODERN HOTEL IN THE STATEROOMS

is a comfortable place to pass the night. A few hours will exhaust the sights, and the journey to Ghent can then be begun; half or three-quarters of a day is sufficient for sight-seeing in this city. Then take the train for Brussels; two days can be profitably spent in this delightful city which is a Paris in miniature. The battlefield of Waterloo should be visited, which will require about half a day; the train should then be taken to Antwerp, where a day may be spent. From Antwerp the train may be taken for Rotterdam, where one day will be sufficient to see the pictures in the galleries. It should be remembered that the distances in Holland are very short and a great deal of sight-seeing can be crowded into a single day; it is possible to see all the principal sights in Holland in three or four days. From Rotterdam the train should be taken to Delft, and from there to The Hague, and an excursion made to Scheveningen which is a famous Dutch watering place which is celebrated all over Europe. From The Hague the journey should be made to Leyden, which is visited by all Americans who have any respect for the history of their country. All readers of Motley's "Rise of the Dutch Republic" will also be particularly interested in this important town. From Leyden, take the train to Haarlem, and finally arrive at Amsterdam, where at least two days should be spent. There are many side trips which can be made from Amsterdam at comparatively small expense, such as Alkmaar and Hoorn, also the Island of Maarken and Monnikendam and Broek. The islands of the Zuyder Zee are particularly interesting. From Amsterdam the train should be taken, preferably at night, for Cologne; the train will pass through Utrecht and a few other comparatively unimportant places. After visiting the various sights in Cologne, an early train should be taken from Bonn to save time, and the steamer taken as far as Königswinter, from which point a railroad runs up the mountain and the view from the Drachenfels is very fine. It is, of course, interesting to all Wagnerian enthusiasts as on the mountain is the site of the cave where Siegfried killed "Fafner," the dragon. Another steamer should then be taken up the Rhine as far as Coblentz. If the trip has been accurately timed, it is possible to catch an express steamer for Mayence. From Mayence take the train to Worms and Heidelberg; from Heidelberg take the train to Frankfort, and then to Eisenach, Erfurt, and Weimar, which is one of the most interesting cities in Germany. Then travel to Leipsic and Berlin. A trip should be taken to Potsdam and an excursion should be made to the Spreewald. A stay of at least three or four days should be made in Berlin; the train should then be taken to Dresden.

here a stay of at least two days should be made. The night train should be taken from Dresden to Nuremberg, where at least two days should be spent. From Nuremberg, the trip should be made to Munich which is a long ride, but the journey can be broken at Ratisbon, which is highly interesting, an old town in almost its pristine state. An excursion can be made from Ratisbon to the Walhalla which is not visited by very many travelers. At least three or four days should be spent in Munich, and by all means the Passion Play should be seen. It is necessary to make arrangements before leaving home, or before leaving London at any rate, if the Passion Play is to be visited, as the accommodations are largely in the hands of tourist agencies, steamship companies, etc. Tickets for the entire trip should be bought *en bloc* as far as this point. From Munich take the railroad to Lindau on Lake Constance, and take the boat to Constance. Then take the train to Schaffhausen and go from Schaffhausen to Zurich. The special tickets for Switzerland which are referred to elsewhere, offer great possibilities for the tourist. The following places should, however, be visited, even by those who are pressed for time: Luzerne, Berne, Interlaken, Lake of Geneva, Geneva, and Chamounix. One of the great passes may be traversed by diligence, or the new Simplon Railway may be used. The Italian lakes, Maggiore and Como, should be visited. Milan is the first large Italian city which will be reached. The circular tour tickets in Italy allow of a large number of itineraries, but the following is especially recommended: Milan, Verona, Vicenza, Padua, Venice, Ferrara, Bologna, taking a side trip to Ravenna, then Florence (side trip to Siena), Arezzo, Perugia and Rome (take side trips to Tivoli, the Alban Mountains, and the mouth of the Tiber). At least ten or twenty days should be spent in Rome and good arrangements can be made *en pension* for a stay of this length. From Rome a trip may be made to Naples and side trips should be made to Pozzuoli, Mount Vesuvius, Capri, Sorrento, Amalfi, and Salerno. From Naples the visitor retraces his steps to Rome and takes a night train for Pisa. Genoa is the next point of interest; from Genoa the return trip may be made by way of Turin and the Mont Cenis tunnel, or the trip may be made along the Riviera to Mentone, Monaco (Monte Carlo) and Nice; from Nice there is a spendid train service to Paris. From Paris the return may be made to London by way of Calais and Dover. The expense of a railroad ticket second class, first class on the steamers and first class in Italy, will be about $150.00-$160.00, depending on the length of the side trips, etc. Any tourist agency will be glad to quote prices for similar tours, and one of the largest have quoted us the figure named, which is, however, subject to change as are all rates. This will make a fine trip for the summer and fall, assuming that passage is taken about the first of June. To make this trip comfortably, including a stay of two weeks in England, at least four months would be required from New York back to New York. Assuming that the passage money for the round trip is $200.00, the total cost of this trip would be somewhere between $750.00 and $900.00, depending on hotels, the number of carriage rides taken, etc. With $750.00 economy would have to be practiced, but for $900.00 the trip could be taken on a very liberal scale. Twenty years ago it was possible to make a trip of this kind as low as $660.00, but the cost of ocean transportation has somewhat increased. It is of course, possible to make large additions to a trip of this kind; with time and money such side trips as Vienna or Sicily and tours among the French châteaus, can be made.

PERSONALLY CONDUCTED TOURS

Where personally-conducted tours are cited some correspondence should take place with the tourist agency. The following questions should be asked and answered before booking: "What class of steamer accommodations? Inside—outside room, number in stateroom?" "Does the rate include *all* meals?" "Does the rate include a trunk, and if so of what weight?" "Does the rate include the transport of hand-baggage from the railway carriage to hotel room?" "Are landing and embarking fees included?" "Are fees to hotel servants included?" Some programs fully advise as to these points as well as just what an excursion includes. Plenty of spending money should be allowed, say 7 to 10 per cent. of the amount involved. Fees to stewards on steamers are not usually included, but they are in some cases,

and the organizers of the trip will not be slow to announce this fact when it is included in the sum total. Many tours giving specific times, steamers, etc., are included solely to enable the prospective traveler to get a rough idea of what may be expected for about so much money. Remember that all rates are constantly changing and the fares quoted are subject to alteration without notice. This point cannot be too strongly borne in mind. Some of the tours given include no prices, as the itineraries will be changed more or less by the traveler. With this information in mind the reader will have little difficulty in spending his money to the best advantage. The question of tours is the most perplexing and delicate with which the writer has had to deal in this book.

There are a number of tourist agencies of the highest class which carry out their engagements to the letter. Many travelers, however, claim that they prefer to go by themselves or in selected parties of friends. The expense seems to be about the same except in the case of Egyptian, Holy Land tours, and "Around the World" tours, when both the expense and trouble are very much decreased by the personally conducted tours.

The large steamship companies often have tours which make immense savings with great comfort. These are usually called "Cruises." It is always better to have a comfortable berth in a steamer with electric light and electric fans and attentive stewards, than to be in a vermin-infested hotel of a type which does not appeal to American visitors.

THE BAND
Is an institution liked by many travelers on the German Steamers

Some tourist agencies charter entire steamers for extended voyages, particularly for trips to the Mediterranean and the Orient. Thus we find that a German Lloyd steamship was chartered for a trip extending from February 5 to April 19, 1910, a tour of 73 days, costing only $400.00 and upward. Smaller excursions are run each year from New York and sometimes from Boston. It should be considered that a boat of this size, 13,200

THE NORTH GERMAN LLOYD STEAMER "KAISER WILHELM II."
Entering the River Weser at Bremenhafen

tons, is the most comfortable ship for a long cruise. This price includes shore excursions, guides, drives, hotel accommodations, fees and all necessary expenses. It gives ample time, 24 days, to Palestine and Egypt. The trip is arranged so that the travelers can spend 16 days in Egypt and a week in Palestine, or a fortnight in the Holy Land and 9 days in Egypt. Many single rooms are provided for in these excursions at an expense of $500 and upwards.

The cost of the cruise provides also for the return by a number of first class express steamers if a stopover is desired in Europe. Excursions of this kind offer unique advantages. In the first place, there is no uncertainty as to hotels, meals or railroads. The party is under the charge of very competent directors and conductors. It is possible with excursions of this kind, for small parties of friends to keep together as much as they like, so that there is no feeling of the ordinary "personally conducted" tour. Lectures and entertainments are given at sea during the cruise, and sometimes there are a number of events; th s on March 30 we find the following schedule:

10 A. M.—Travelers' Club. Topic—Egypt.

2.30 P. M.—Progressive Bridge Whist.

8.30 P. M.—Lecture, "Rome, Ancient and Modern." Farewell Concert by the Musical Club.

This is certainly enough for one day at sea.

The question of personally conducted tours is an interesting one, and the traveler must decide for himself. They are recommended, however, to women traveling alone. In any event this book will be useful on the sea even if "personally conducted." We have before us as we write, the programme of tours of the largest company in the business. We find tours which grade from $1,165.00 for 89 days down to 52 days' tour as low as $310.00. The Hamburg-American Line, the North German Lloyd, the White Star and other lines run cruises annually. Get a programme, which is freely sent with full particulars on application.

EDUCATIONAL TOURS.

There are a number of people who combine instruction in art and literature with traveling in their tours. The following is an example of a tour for ladies offered by an artist, Mrs. Fanny Rowell, 15 Gramercy Park, New York City. The expense of the entire tour is $700. The party started on April 16, 1910, and New York is supposed to be reached on July 9. This will give some idea of what may be expected in a first-class tour of this kind, with advantages of the best guides, carriages, etc.

Leave New York Saturday, April 16th, on S. S. *Barbarossa* (11 a. m.), North German Llyod Mediterranean liner, pass the Azores, entering Spain by Gibraltar, cross to Tangier; return to Algeciras, Spain, Ronda, Bobodilla, Grenada—The Alhambra, Sevilla, Cordova, Alcazar, Madrid, Toledo, Saragossa, Barcelona. Leaving Spain by the Southern Frontier to Marseilles, France, Riviera, Nice, Monte Carlo, Monaco, Genoa, Italy. May 12th, by North German Lloyd steamer to Naples, remain until 18th: Capri—Sorrento, Amalfi, Pompeii; Rome. 19th—one week. May 26th, Siena; 28th, Pisa to Florence, June 2d, Padua to Venice. 7th, Through Tyrolean Alps. Coaching—Bellino, Pieve di Cadore, Corteno, Toblach. 14th, Innsbruck, capital of Tyrol. 16th, Munich, capital of Bavaria, Passion play, Oberammergau, 19th. 20th, Vienna, 25th, Prague to Dresden. Berlin, 27th, 28th, 29th. Hamburg, 30th, reaching New York by new large S. S. *Cincinnati*, Hamburg-American line, July 9th.

BARGAINING.

Except in England, bargaining is almost universal, except in the very large shops, like the Bon Marche, in Paris. In Italy there are few fixed prices.

A chair has been designed to prevent seasickness. This chair has been actually tested on a voyage and a number of passengers who were badly upset by the pitching of the ship declared that while they were in the chair they felt no bad effects whatever, but when they no longer used it, the seasickness in some cases at once returned, although not in others. The chair is operated by a motor which serves to give the seat and back motion; the long movements of the vessel are thus broken up and are constantly interrupted by brief movements in the opposite direction, thus counteracting the causes which produce seasickness.

Remember that the purser only carries a limited supply of foreign currency and that he can only exchange money for passengers to a limited amount. Do not calculate to do any more than pay your ship's account with steamship checks if you use them.

STEAMSHIP OFFICES.

The list (pages 38-39) has been prepared with great labor. It contains the names and addresses of all of the Steamship Companies having offices in New York City. The list gives the addresses of the offices, the location of the piers, whether in New York proper, in Hoboken, or in Brooklyn, also the telephone numbers of the piers. While every effort is made to make this list as full as possible, it should be mentioned that changes are likely to occur at any time. The telephone numbers have been very kindly revised by the Directory Department of the New York Telephone Company. Of course, if the telephone numbers have been changed, "Central" will be glad to give the new numbers—ask for "Information." If you use this book after it is more than a year or eighteen months old, dating the time from April 15, 1910, the regular telephone book should be consulted before calling, as neither the writer nor the telephone company can take any responsibility for call numbers after about a year, as changes are very numerous, additional exchanges being installed from time to time and old numbers being assigned to new subscribers after about a year.

STEAMSHIP COMPANIES IN BOSTON

Main	7044	Allan Steamship Co., 110 State
Main	2245	Am. Hawaiian S. S. Co., 9 Doane
Main	4930	American Line, 84 State
Fort Hill	1472	Anchor Line, Bromfield, cor. Wash
Main	4930	Atlantic Transport Line, 84 State
Main	4353	Cunard Steamship Co., 126 State
E. Bost.	110	Wharf, East Boston
Main	4930	Dominion Line, See White Star Line, 84 State
Main	1860	French Line Steamers, 306 Wash.
Main	7144	Hamburg-American Line, 90 State
Main	4930	Holland-America Line, 84 State
Main	4930	Leyland Line, 84 State
E. Bost.	135	Leyland Steamship Line, E.B.
Main	854	North German Lloyd S. S. Line, 83 State
Main	4930	Red Star Line, 84 State
Main	3956	Royal Mail Steam Packet Co., 200 Washington
Fort Hill	2390	St. John, Boston & Cuba S. S. Co., 221 Board Trade bldg.
Main	6920	United Fruit Co., Long Wharf
Main	3956	City Passenger Office, 200 Washington
Main	6456	900 Board of Trade bldg. General Office.
Main	3956	Ward Line, 200 Washington
Fort Hill	1500	Warren Line Boston to Liverpool, 110 State
Main	4930	White Star Line, 84 State
Chasn	27	Dock, Pier 43, 44, Charlestown
Main	4930	Wilson & Furness Leyland Line, Ltd., 84 State
Chasn	112	Charlestown
Main	2493	Wilson Line Steamers, 203 Chamber Commerce

The following is a list of the New York offices of various railroads abroad, with addresses and telephone numbers:

Telephone.		Name and Address.
Barclay	7100	Midland Railway, 245 Broadway.
Frankln	2681	Great Western Railway, 355 Broadway.
Frankln	2241	Great Central Railway, 355 Broadway.
Frankln	4470	Netherland State Railroads, 355 Broadway.
Frankln	4330	Great Eastern Railway, 362 Broadway.
Mad.Sq.	6368	Swiss Federal Railways, 241 Fifth Ave.
Mad.Sq.	4630	Italian State Railways, 281 Fifth Ave.
Mad.Sq.	4630	International Sleeping Car Co., 281 Fifth Ave.
Mad.Sq.	4630	North Chinese Railway Co., 281 Fifth Ave.
Mad.Sq.	4630	Austrian State Railways, 281 Fifth Ave.
Mad.Sq.	4630	Trans-Siberian Railway, 281 Fifth Ave.
Mad.Sq.	4630	London and Southwestern Railway, 281 Fifth Ave.
Mad.Sq.	3452	London and North Western Railway, 287 Fifth Ave.

The following addresses will be found valuable for those who wish to plan tours, to look after banking matters, etc.:

Telephone.		Name and Address.
Rector	3900	American Express Co., 65 Broadway.
Broad	2617	Davies, Turner & Co., forwarders, 24 Whitehall St.
Broad	1551	Pitt & Scott, forwarders, 60 Pearl St.
Rector	4254	Allison, Alexander D. D., 45 Broadway.
Bryant	4417	Clark, Frank C., Times building.
Bryant	4417	Clark's Tours, Times building.
Barclay	7100	Cook, Thomas & Son, 245 Broadway.
Mad.Sq.	3070	Cook, Uptown Office, 1200 Broadway.
Mur.-hil	3553	Cook, 5th Ave. Branch, 563 5th Ave.
Plaza	1407	Cook, Mad. Ave. Branch, 649 Madison Ave.

STEAMSHIP LINES, OFFICES AND PIERS, PORT OF NEW YORK

Name of Steamship Line	New York Office	Telephone No.	Steamers Leave From	Dock Telephone
American Asiatic Steamship Co.	10-12 Broadway	4830 Broad.	Brooklyn Pier 3 Bush Docks	1200 Bay Ridge
American African Line.	Produce Exchange	1601 Broad.	Brooklyn Pier 2 Bush Docks	1620 Bay Ridge
American and Australian S. S. Co	Produce Exchange	1601 Broad	Brooklyn Pier 37 Atlantic Docks	84 Hamilton
Am. Hawaiian S. S. Co	8 Bridge Street	2504 Broad.	Brooklyn Foot 41st Street	016 Bay Ridge.
Am. Indian S. S. Line	Produce Exchange		Brooklyn Pier 2 Bush Docks	1620 Bay Ridge.
American Line	9 Broadway	2100 Rector	N. Y. C. Pier Foot W. 22d St N R	6760 Chelsea.
American Manchurian Line.	Produce Exchange	1601 Broad.	Brooklyn Pier 2 Bush Docks	1620 Bay Ridge.
Anchor Line	17-19 Broadway	3610 Rector	N. Y. C. Foot W. 24th St	2201 Chelsea.
Anchor Line	17-19 Broadway	3610 Rector.	Brooklyn Pier 29 Foot Harrison St	1457 Hamilton
Atlantic Transport Line.	9 Broadway	2100 Rector	N. Y. C. Pier 58 N. R. Ft. W 17th St	6760 Chelsea.
Atlas Service Hamburg American Line	45 Broadway	1900 Rector	N. Y. C. Pier 65 New No	961 Chelsea.
Austro-American Line	17 Battery Place	2760 Rector	Brooklyn Pier 5 Bush Docks	1401 Bay Ridge.
Barber & Co	11 Broadway	1720 Rector	Brooklyn Pier 36 Atlantic Basin	59 Hamilton
Bermuda-Atlantic S. S. Co.	1180 Broadway	4748 Mad Sq.	N. Y. C. Pier 32 N. R	
Bermuda & West India S. S. Line	29 Broadway	1760 Rector	N. Y. C. Pier 47 Foot W. 10th St.	3205 Spring
Booth S. S. Co.	17 Battery Place.	1600 Beekman.	Brooklyn Pier 4 Martin's Stores	5765 Main.
Brazil Line	45 Broadway.	1900 Rector	Brooklyn Pier 3 Bush Docks	1200 Bay Ridge.
Bristol City Line	25 Whitehall Street.	118 Broad.	N. Y. C. Foot W. Pier 69 N. R.	321 Chelsea
Clyde West India Line	12 Broadway.	2005 Broad.	Brooklyn Pier 35 Atlantic Basin.	1100 Hamilton
Compania Transatlantica (not the French line)	Pier 8 E. R.	2453 Broad.	N. Y. C. Pier 8 East River	2453 Broad
Cunard Line	24 State Street.	3300 Broad.	N. Y. C. Piers 53, 54, 56 14th St., N. R	6780 Chelsea.
Fabre Line	33 Broadway	2878 Rector	Brooklyn Pier 33 Atlantic Docks.	2043 Hamilton.
French Line (Compagnie Generale Transatlantique)	19 State Street.	4900 Broad.	N. Y. C. Pier 57 Foot 16th St. N R,	6000 Chelsea.
Hamburg American Line	45 Broadway	1900 Rector	Hoboken near Ferry and Tunnel.	770 Hoboken.
Hamburg South America Line.	45 Broadway.	1900 Rector.	Brooklyn Pier 3 Bush Docks	1200 Bay Ridge
Hansa Line	8-10 Bridge Street		Brooklyn Pier 3 Bush Terminal.	1200 Bay Ridge
Holland America Line.	39 Broadway	860 Rector	Hoboken Foot 5th St	131 Hoboken
Houston Line.	Produce Exchange.	5840 Broad.	Brooklyn Pier 38 Atlantic Dock.	510 Hamilton
Italian Royal Mail S.S.Co. (Nav. Generale Ital.)	21-24 State Street	3600 Broad.	N. Y. C. Pier 74 W. 34th St	728 Murray Hill
Lamport & Holt Line.	Produce Exchange.	3290 Broad.	Brooklyn Pier 8.	2567 Main.
La Veloce Fast Italian Line	21-24 State Street	3600 Broad.	N. Y. C. Pier 74 W. 34th St.	728 Murray Hill.
Munson Line	82 Beaver Street.	1840 Broad.	N. Y. C. Pier 9 East River	1840 Broad.
National Steam Navigation Line.	77 Broad Street.	3373 Broad.	Brooklyn Pier 30.	2136 Hamilton
N. Y. & Cuba Mail S. S. Co	Pier 14 E. River.	4600 John.	N. Y. C Piers 13, 14 East River.	4600 John.
N. Y. & Pacific S. S. Co.	1-3 Hanover Square	2609 Broad.	Greenpoint Foot Huron St.	1491 Greenpoint.
N. Y. & Porto Rico S. S. Co.	12 Broadway	1665 Broad.	Brooklyn Pier 35 Atlantic Basin	1100 Hamilton.
North German Lloyd	5 Broadway.	2200 Rector	Hoboken Piers near Ferry & Tunnel.	289 Hoboken.
Norton Line	Produce Exchange	1601 Broad.	Brooklyn Pier 2 Bush Docks	1620 Bay Ridge.
Panama R. R. S. S. Co. Line.	24 State Street.	5710 Broad.	Hoboken Foot 12th St	882 Hoboken

STEAMSHIP LINES, OFFICES AND PIERS, PORT OF NEW YORK—*Continued*

Name of Steamship Line	New York Office	Telephone No.	Steamers Leave From	Dock Telephone
Prince Line	8-10 Bridge Street	254 Broad	Brooklyn Pier 4 Bush Docks	1100 Bay Ridge.
Quebec Steamship Co. Ltd.	29 Broadway	1760 Rector	N. Y. C. Pier 47 N. R.	3265 Spring
Red Cross Line	17 State Street	1781 Broad	Brooklyn Pier "B" Foot Richard St	325 Hamilton.
Red "D" Line	82 Wall Street	2532 John	Brooklyn Pier 11 near Wall St. Ferry	1982 Main.
Red Star Line	9 Broadway	2190 Rector	N. Y. C. Pier Foot W. 19th St.	6760 Chelsea
Royal Dutch West India Mail	17 State Street	765 Broad	Brooklyn Pier 3, Foot 47th St	1200 Bay Ridge.
Royal Mail Steam Packet Co.	22 State Street	2360 Broad	N. Y. C. Pier 50, N. R.	1110 Chel- 1.
Scandinavian-American Line	1 Broadway	2627 Rector	Hoboken Foot 17th St	724 Hobo-..
Trinidad Line	29 Broadway	2455 Rector	Brooklyn Pier 24	3134 Main.
United Fruit Co.	17 Battery Place	1022 Rector	N. Y. C. Pier 8 E. R.	6145 Broad
Ward Line (Atlantic Gulf & W. I. S. S. Lines)	111 Broadway	3150 Rector	N. Y. C. Pier 14 E. R.	4600 John.
West India Steamship Co.	Produce Exchange	6090 Broad.		
White Star Line	9 Broadway	2100 Rector	N. Y. C. Piers 60, 61 N. R.	6760 Chelsea.
Wilson Line	22 State Street	2360 Broad	N. Y. C. Pier 50 N. R.	1110 Chelsea.

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Broad 4715	D. Potter Tours, 32 Broadway.	
Frankln 1940	Frank Isaac, 347 Broadway.	
Broad 4715	Gastineau, Edmond, 32 Broadway.	
C'tland 5113	Gibson Tourist Co., 90 Nassau.	
Gramrcy 359	Gillespie-Kinports, 1 Madison Ave.	
Styvsnt 1082	Harris, Louie J., 142 E. 14th.	
Bryant 788	Hodgman's European Auto Tours, 25 W. 42d.	
Lenox 498	International Traveling & Money Exchange Co., 1496 2d Ave.	
B'kman 4863	Keewaydin Camps Co., 150 Nassau.	
Broad 4715	Manley, R. M., 32 Broadway.	
Mad.Sq. 5432	Marsters, G. E., 31 W. 30th.	
Mur.-hll 123	McCann's Tours, Broadway & 34th.	
Gramrcy 372	McClure's Tourists Agency, 44 E. 23d.	
Mur.-hll 1464	McGrane's Catholic Tours, 505 Fifth Ave.	
Frankln 4470	Netherland State Rys., 355 Broadway.	
Broad 6002	Northern Tourists Bureau, 18 Broadway.	
Bryant 1933	N. Y. Tourists Agcy., Times building.	
Mad.Sq. 6270	Raymond & Whitcomb Co., 225 5th Ave.	
Columb. 4797	Royal Tourist Car Co., Broadway & 62d.	
Columb. 4797	Royal Shop, 80 West End Ave.	
C'tland 4057	Smith, Anning J., 149 Broadway	
Mad.Sq. 3628	Tabet's Tourists Agcy., 389 5th Ave.	
Rector 3730	Weinacht, Richard, 59 Broadway.	

For other addresses see the classified business directory, or the classified telephone book. This is usually produced only on request at pay stations, and is called the "Red Book." No apology is at all necessary for publishing lists of this kind as the information conveyed is intended to help the prospective traveler.

CONSULATES IN NEW YORK.

Telephone—Broad 1178, Chinese Consulate, 18 Broadway.

Telephone—Broad 5949, Colombian Consulate, 24 State St.

Telephone—Broad 5552, Consul General of Costa Rica, 66 Beaver St.

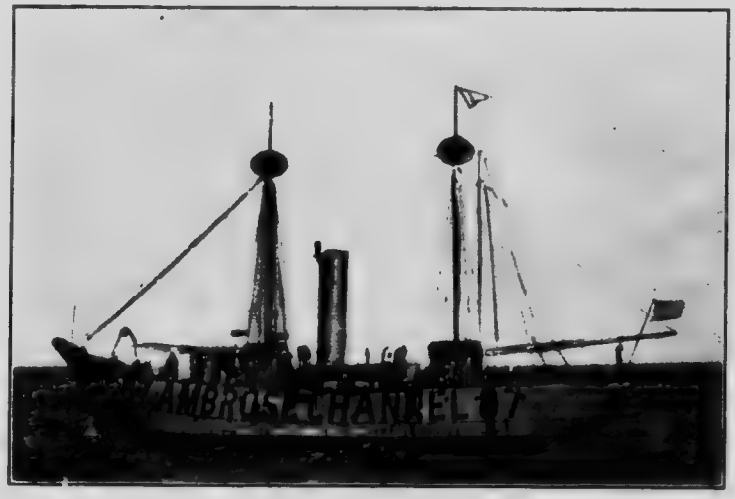
Telephone—Broad 1217, Consul General of Denmark, 130 Pearl St.

Telephone—Broad 321, Consul of Guatemala, 2 Stone St.

Telephone—Broad 334, Consulate General of Bolivia, 2 Stone St.

Telephone—Rector 3714, Consulate General of Ecuador, 11 Broadway.
Telephone—Broad 1498, Consulate General of Norway, 17 State St.
Telephone—Broad 1549, Consulate General of Panama, 18 Broadway.
Telephone—Broad 2115, Consulate General of Peru, 25 Broad St.
Telephone—Broad 4999, Consulate General of Spain, 18 Broadway.
Telephone—John 459, Consulate General of Venezuela, 1 Liberty St.
Telephone—Broad 3559, Consulate of Nicaragua, 66 Beaver St.
Telephone—Worth 2319, Consulate of Paraguay, 309 Broadway.
Telephone—Rector 1313, Dominican Consulate, 31 Broadway.
Telephone—Broad 5902, Honduras Consul, 66 Beaver St.
Telephone—John 1108, Japanese Consul, 60 Wall St.
Telephone—Murray Hill 4695, Persian Consulate General, 501 5th Ave.
Telephone—Spring 6185, Russian Consulate General, 22 No. Washington Square.
Telephone—Broad 6099, Swedish Chamber of Commerce, Produce Exchange Annex.
Telephone—Broad 6619, Turkish Consul General, 59 Pearl St.

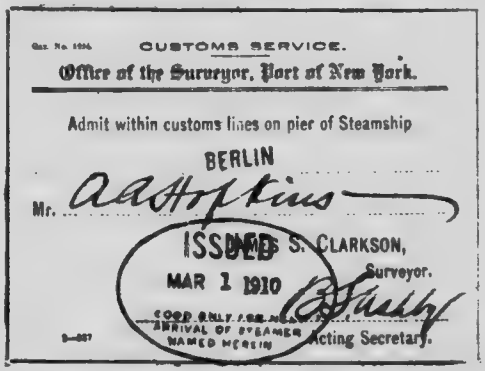
Telephone numbers subject to change, but "Central" will give changes.



AMBROSE CHANNEL LIGHTSHIP

PIER PERMITS

It is a mistake to suppose that your friends can come on to the pier to meet you on arrival in New York, although it is true that they can meet you at the exit of the pier. In order to go on a pier and be present while the baggage is being examined requires a permit from the Collector of the Port, countersigned by the Surveyor of the Port. Such permits can be secured by sending a letter to the Collector of the Port stating the name of the steamer which it is desired to meet, and the probable day of arrival; stamps should accompany this application. Applications may be made in person in Room 241, Custom House, Bowling Green. According to rule only two permits are given to meet each passenger, but there is usually great latitude in the enforcement of


CUSTOMS SERVICE.
Office of the Surveyor, Port of New York.
Admit within customs lines on pier of Steamship
BERLIN
Mr. A A Hopkins
ISSUED
MAR 1 1910
GOOD ONLY FOR ARRIVAL OF STEAMER NAMED HEREIN
JAMES S. CLARKSON,
Surveyor.
Acting Secretary.

FACSIMILE OF PIER PERMIT

the rule, and it is not likely that an application will be refused. Take no bags or parcels to the pier and stand clear when the inspectors are working on your friend's baggage. While it is quite a good deal of trouble to get one of these permits, the advantage of meeting dear friends fully an hour before they will see them otherwise always makes the effort worth the while. Permits to meet the incoming vessel at Quarantine are given only in extreme cases, and they should not be asked for except in such extraordinary emergency as fatal illness, etc.

VISITING STEAMSHIPS

It is *usually* possible to visit a steamer the day before sailing, and it is *always* possible to go on board an hour or so before sailing to say good-by to friends. It is the practice of some companies to issue a permit to visit a ship any time when she is in port.

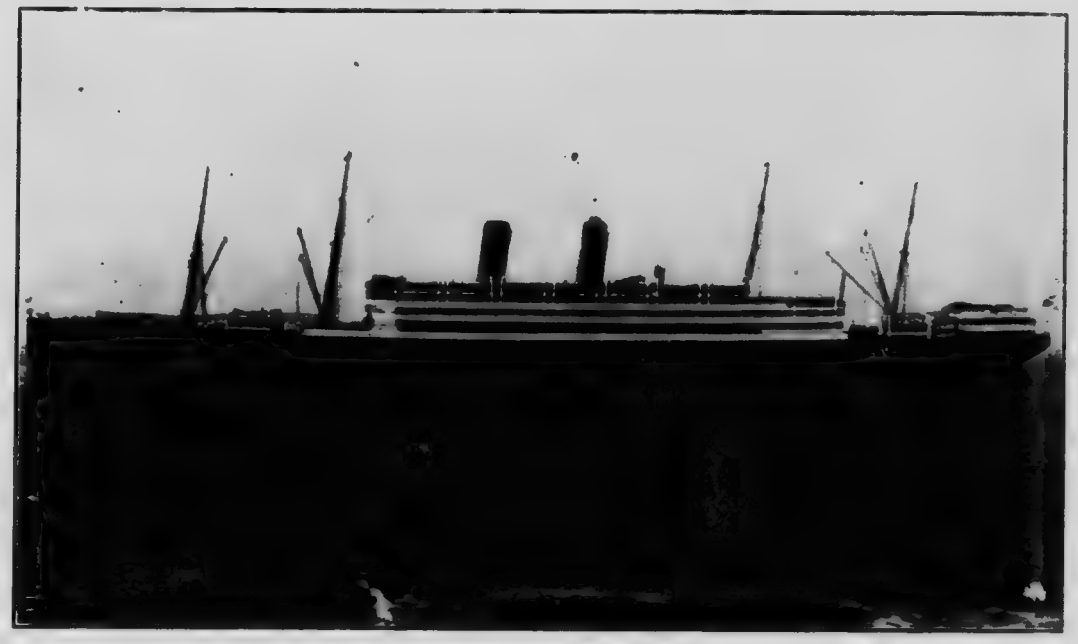
When a vessel sails early in the morning, friends of passengers should go on board and say good-by during the evening. Where the vessel sails at a reasonable hour, say nine or ten o'clock in the morning, or in the afternoon, visitors are welcome. They should, however, leave promptly when the bugle or whistle sounds and when the stewards make their call in the passage: "All ashore that are going ashore." Visitors who are carried away from the pier are likely to find their return by the way of a tug or the pilot boat disagreeable. In extreme cases passengers who have been delayed are sometimes put on board the steamer in mid-stream from tugs. Do not trust to this, however. Be in New York or other port of departure the day before. You will save much anxiety by doing this, and you will also be sure of your baggage. Do not trust to Sound or coastwise steamers to make connections for you.

HOW TO GET TO HOBOKEN.

The stranger who is within our gates is often bothered to know how to get to Hoboken, where three large steamship lines dock: namely, the Hamburg-American, the North German Lloyd, and the Holland-America Lines. If you go by carriage or automobile you can go by Barclay Street Ferry, Christopher Street Ferry, or Twenty-third Street Ferry, the latter being the nearest to the Grand Central Station and the new Pennsylvania Terminal at Thirty-third Street and Seventh Avenue. The Fourth Avenue cars transfer to the Twenty-third Street cars, so that the trip can be made from the Grand Central Station in thirty minutes. From the new Pennsylvania Terminal, take the Sixth Avenue car and transfer at Twenty-third Street to cars going west. According to the rule, only four automobiles can be carried on one ferry-boat, so that ample time should be allowed. There are other routes which can be taken by those who are very familiar with the city, but their use is not advised for strangers. The tunnel routes to Hoboken are especially recommended. The running time from Twenty-third Street and Sixth Avenue is only seventeen minutes, or fifteen minutes from the Hudson Terminal Building, Fulton and Church Streets, New York City. The fare in the tunnel is five cents, the cars are clean and well lighted, and the service is very frequent. Those who leave the Pennsylvania Station in Jersey City, can get to Hoboken in a few minutes by taking the proper train. The illuminated signs make it almost impossible to take a train going in the wrong direction. Passengers arriving by the Erie Road can also be taken to Hoboken by the tunnel. The most convenient way for passengers arriving at the Grand Central Station to reach Hoboken piers is to take a subway express train to Fulton Street, and then walk one block west to the Cortlandt Street station of the Hudson and Manhattan Tunnel Co., there taking a tunnel train to the Lackawanna Station at Hoboken. The entire running time may be usually figured at thirty-five minutes, but steamer passengers *should take no chances*, and at least an hour *should* be allowed. Those who live in Brooklyn can take the subway under the East River to Fulton Street, and then walk over one block west to the terminal of the Hudson and Manhattan Tunnel Co. and take the train to Hoboken. When you come out of the ferry house at the tunnel station in Hoboken you should proceed north; any person around the ferry house will be glad to show the direction. The walking in the street along the front of the piers is apt to be very bad in winter and in stormy weather. The first piers are those of the Hamburg-American Line, then come those of the North German Lloyd Line, and finally the Holland-America Line.

ENGAGING STEAMSHIP PASSAGE

The cost of a first-class passage to Europe varies with the line and the season of the year. Vessels of the first class command a very high minimum rate even "out of season." At the time of writing it is hardly possible to obtain a first-class passage for less than $87.50, on good ships, and good accommodations will cost $110.00 to $125.00 on other than Mediterranean steamers. The choicer cabins bring extremely high prices, and it is nothing unusual to find accommodations which are a thousand dollars or more for cabins for one or two persons. There are many factors connected with the price of staterooms; the time of passage must be considered, for every increased knot of speed means a *vastly* increased coal consumption, which is almost inconceivable to the layman; the saving of a day in passage may mean double coal consumption. The costliness of ships must also be considered. It naturally costs more to travel in a vessel which has involved the expenditure of $7,000,000 than in a comparatively small and cheap ocean liner costing five or six hundred thousand. A slower boat with large freight-carrying capacity is often more comfortable than the express steamer which races through the water at a high rate of speed with constant vibration. The number of passengers is also much more limited and there is more room for promenading and for the steamer chairs. Those who wish to rest at sea should bear this in mind. The traveler who desires comfortable lounges, palm-gardens, Dutch cafés, gymnasiums, and Turkish baths, electric baths, etc., should be willing to pay some $25.00 or more extra for each passage. The proper plan to pursue is to write to the New York office of the five or six principal trans-Atlantic lines. The intending traveler will receive courteous letters accompanied by diagrams and with price lists of all staterooms; this will enable one to select accommodations within his means. The *minimum* fares which are charged *when accommodations are available* are given beyond, so apply early if you are seeking low fares.

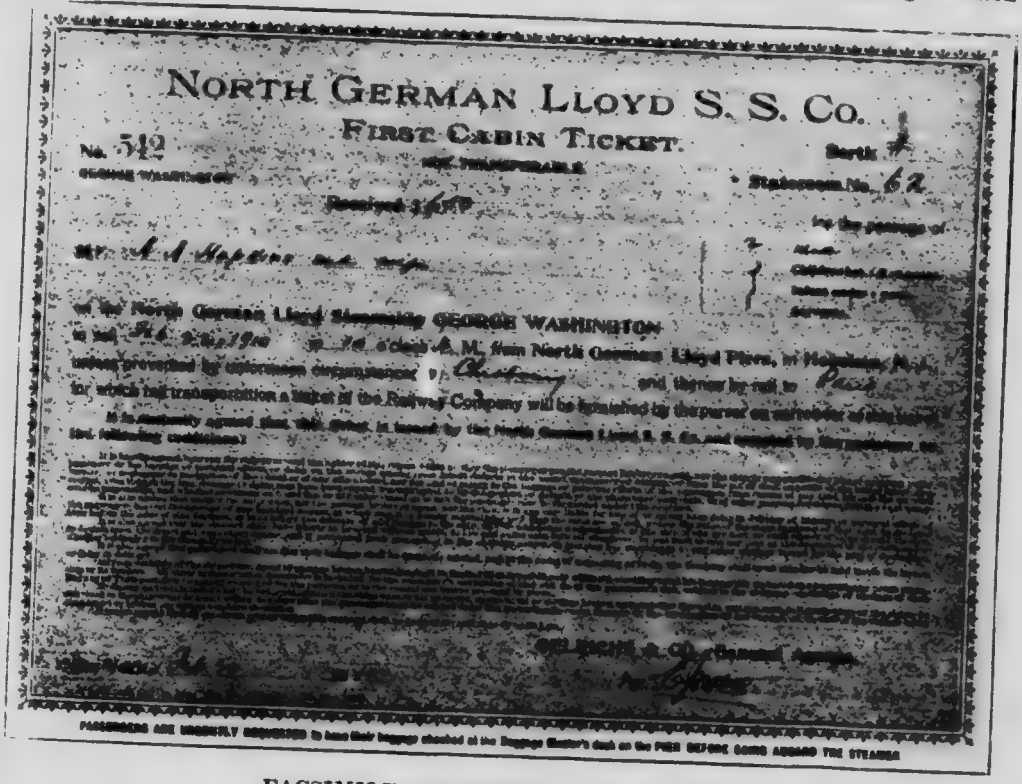


THE "KAISERIN AUGUSTE VICTORIA" OF THE HAMBURG-AMERICAN LINE

Berths are usually not considered engaged unless secured by a payment of 25 per cent. of the passage money and never less than $25.00 per berth for first cabin accommodations. The balance of the passage money, both

outward and return, should be paid and the receipt surrendered at least three weeks prior to the date scheduled for the sailing from the port of New York. Otherwise the company reserves the right to dispose of such reserved accommodations to others and the sum paid is forfeited if the engaged berth or berths have not been resold. In case of sickness or death the company usually refunds all *except* agent's commission. In case of necessity the lines have the right to substitute some other steamer or steamers, and even change the date of sailing without notice, and passengers have no claim or demand upon the companies except for a refund of the amount paid on account of the accommodation reserved. When applying for berths, either by mail or wire, the name of the steamer, date of sailing, the number and sex of passengers, and the desired class of accommodations should be stated. Passengers who do not sail on a steamer for which they have engaged accommodations, or purchased a ticket, will forfeit fifty per cent. of the passage money, unless notice is given not later than three weeks previous to sailing, or the accommodations have been resold. When passengers are kept from sailing by *misadventure*, the company usually allows them to sail on other steamers of same line. A steamship company is a business corporation, and their good nature, which is large, should not be imposed upon.

Prepaid tickets are good for a year and are not transferable, and may be extended by paying the difference between the rate in effect at the date of issue and date of sailing. Each company has *special rules* for the cancellation of such tickets.


NORTH GERMAN LLOYD S. S. CO.
FIRST CABIN TICKET.
No. 542
Berth
Stateroom No. 62
GEORGE WASHINGTON
Received
on the North German Lloyd Steamship GEORGE WASHINGTON
unless prevented by unforeseen circumstances
and thence by rail to
for which rail transportation a ticket of the Railway Company will be furnished by the purser on surrender of this ticket.
It is mutually agreed that this ticket is issued by the North German Lloyd S. S. Co. and accepted by the passenger on the following conditions:
PASSENGERS ARE URGENTLY REQUESTED to have their baggage checked at the Baggage Master's desk on the PIER BEFORE GOING ABOARD THE STEAMER

FACSIMILE OF FIRST CABIN TICKET

Return tickets may be extended by paying the difference between the rate in effect at the date of issue and date of sailing. There are special regulations relative to cancellation which may be learned by addressing the company issuing the ticket.

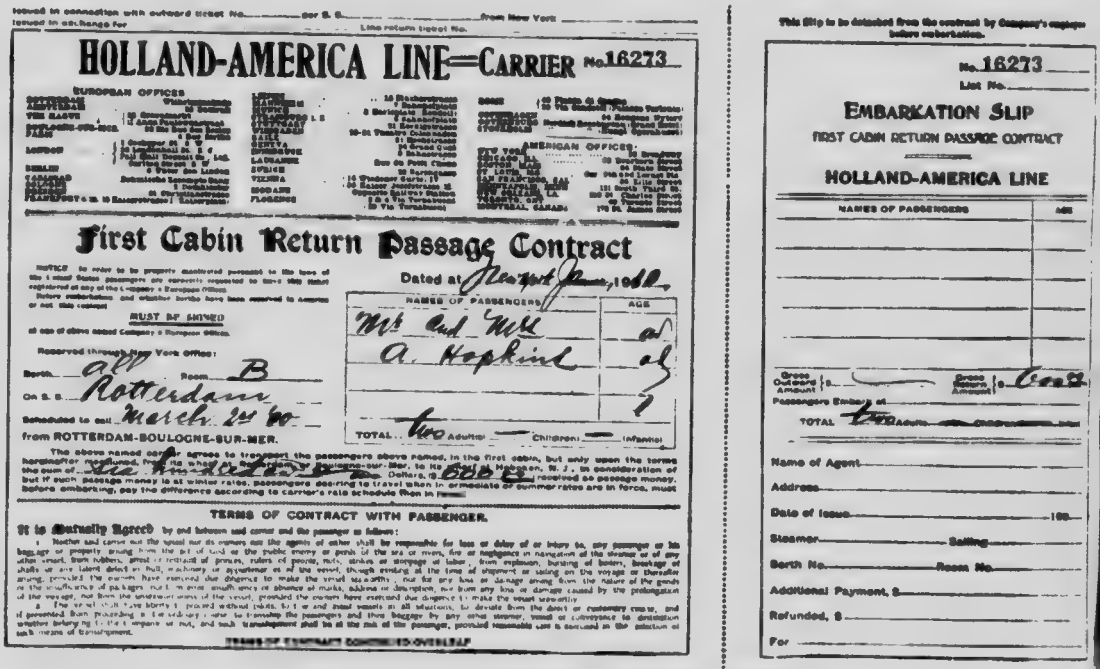
Interchangeable Return Tickets.—The return portion of first and second cabin round trip tickets is available for return passage by any of the following lines, provided the tickets have

been issued by one of the other lines or at the option of the holder will be accepted for passage by any of the following lines: American Line, Atlantic Transport Line, Austro-American Line, Cunard Line, Dominion Line French Line, Hamburg-American Line, Holland-America Line, Leyland Line, North German Lloyd, Red Star Line, White Star Line.

Provided—

(a) There be room vacant on the steamer by which the passenger desires to sail.

(d) In the event of the original return ticket calling for transportation on a specific steamer or date, the transfer cannot be made unless application for transfer is presented more than 28 days before such specific date, unless the passenger, at the time of making application for transfer, presents the authority of the Line for which the original return ticket was issued, for the transfer being made.



HOLLAND-AMERICA LINE—CARRIER No. 16273

EUROPEAN OFFICES

AMERICAN OFFICES

First Cabin Return Passage Contract

Dated at Newport, June, 1912

MUST BE SIGNED

Reserved through New York Office:

Berth all Room B

On S. S. Rotterdam

Scheduled to sail March 24 '60

from ROTTERDAM-BOULOGNE-SUR-MER.

NAMES OF PASSENGERS	AGE
Mr and Mrs	ad
A. Hopkins	ad
	1

TOTAL two Adults — Children — Infants

TERMS OF CONTRACT WITH PASSENGER.

It is Mutually Agreed by and between said carrier and the passenger as follows:

This Slip to be detached from the contract by Company's employee before embarkation.

No. 16273

List No.

EMBARKATION SLIP

FIRST CABIN RETURN PASSAGE CONTRACT

HOLLAND-AMERICA LINE

NAMES OF PASSENGERS	AGE

Gross Outward Amount $ — Gross Return Amount $ 6000

Passengers Embark at

TOTAL two Adults — Children — Infants

Name of Agent

Address

Date of Issue 190

Steamer Sailing

Berth No. Room No.

Additional Payment, $

Refunded, $

For

REDUCED FACSIMILE PREPAID TICKET

(b) All the conditions in the ticket and regulations of the carrying line shall be accepted and binding on the passenger, whether they are contained in the original return ticket which the passenger holds or not.

(c) That the passenger pays the difference, if any, between the value of the accommodation called for and the value of the accommodation he selects in the steamer by which he travels.

(e) In the event of the passenger selecting accommodations of a lower tariff rate than that shown on the original return ticket, the difference between the value of the accommodation called for and the value of the selected accommodation will be refunded by the carrying Line, less 10 per cent.

First and second cabin return tickets issued by any of the above mentioned lines will also be accepted for passage by any other of them, subject to the usual conditions.

Return tickets and prepaid tickets ssued at a certain rate will only be ailable for transportation covered such rate.

Holders of such tickets desiring to il on a steamer or in accommoda- ons for which a higher rate is in rce will be required to pay the ad- itional fare, or in case lower priced accommodations are engaged, the dif- erence will be refunded, subject to the company's rules.

Return accommodations may be se- cured through the company's general passenger offices, either by cable or letter; if by cable, at passenger's pense. If a passenger is prevented om sailing on a steamer for which turn accommodations have been re- ved, a transfer to an earlier or later mer can be made by applying to company's general passenger of- provided application for this nsfer be made not later than three ks previous to departure of the mer on which berths had originally n reserved.

On some lines servants accompany- first cabin passengers, if they have ss to the first cabin accommoda- s, must pay a special rate, which be made known on application to company. On other lines servants pay second class rates, but have ac- cess to the first cabin accommodations. If interested, write the company for their rates and rules.

Such is in brief about all the gen- eral information which can be given on the subject of the securing of berths or staterooms. The practice of the various companies is so widely at va- riance that nothing more of a gen- eral nature can be given. Each com- pany employs a corps of correspond- ents who are entirely familiar with the transportation business and whose pleasure it is to reply fully regarding such special information as the cost of transporting bicycles, automobiles, dogs and other animals, excess bag- gage, and transportation of infants; special regulations as to children, etc.

THE OPEN AIR CAFE IS A FEATURE ON THE NEWER BOATS

It is very difficult in compiling a book of this nature to avoid a suspi- cion of partiality. The editor does not recommend any particular line or any particular steamer. It is mat- ter for individual judgment and usu- ally the passage money paid is a sat- isfactory criterion of the accommoda- tions which may be expected. The annexed table shows the number of cabin and steerage passengers landed at the port of New York for the year 1909 by all the principal steamship

lines. The relative number of cabin passengers carried has, of course, a certain bearing on the standing of the line. Thus, a line bringing over six, eight, or ten thousand passengers, is much to be preferred to a line that only carries three, four, or five hundred first cabin passengers a year. In nearly all cases the smaller number of passengers indicates lower rates. As the names of the agents are given, and they all have offices in New York City (the addresses being given elsewhere), they can be readily addressed for rates, information as to baggage, sailings, etc. All of these agents have telephones and may be communicated with by those living in New York or the immediate vicinity by this means. It is hoped that this table, which is official, may prove of considerable value to the intending traveler.

The succeeding table of general rates is subject to change without any notice whatever, and the editor and publishers disclaim any responsibility for the information which is herein conveyed. In a general way, however, it is valuable as showing average minimum rates. It is of course not possible to obtain accommodations at these rates unless very early application is made, or steamers are carrying very few passengers. The steamer companies should in all cases be written to before it is assumed that accommodations at the minimum rate can be supplied. The big tourist agencies also sell tickets by all lines.

While the prospective traveler is assumed in the majority of cases to embark at New York, still the information given applies to other ports as well. The maps of harbors include Portland, Boston, Philadelphia, San Francisco and Seattle. The list of steamers plying from other ports is covered as far as possible, but changes are very apt to occur which cannot be guarded against in a work of this kind. See chapter on "Statistical Information."

THE SECOND CABIN WRITING ROOM
Is prettily furnished; on the walls are found French prints and mirrors

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A new service between New Orleans and Hamburg will shortly be inaugurated by the Hamburg-American Line. This will divert a portion of the immigration business into the Southern States. Although the sea journey is considerably longer, the passenger rates will be the same.

The piers and breakwater are being completed at Fishguard. This will enable ships to come alongside and embark passengers and mail on Saturday night instead of having to wait five or six hours at Queenstown.

TABLE SHOWING THE NUMBER OF CABIN AND STEERAGE PASSENGERS LANDED AT PORT OF NEW YORK DURING THE YEAR 1909 BY THE FOLLOWING STEAMSHIP LINES.

Name of Steamship Line	Where From	Agents	Cabin 1st	Cabin 2nd	Steerage	Trips
North German Lloyd	Bremen	Oelrichs & Co	15,564	22,890	91,692	105
Hamburg American Line	Hamburg	Emil L. Boas	11,653	20,563	91,157	79
Red Star Line	Antwerp	Red Star Line	3,125	11,439	48,991	51
French Line	Havre	Paul Faguet	4,482	14,379	46,819	100
Cunard Steamship Co., Limited	Liverpool	Charles P. Sumner	14,351	16,118	42,731	67
Cunard Steamship Co., Limited	Fiume	Charles P. Sumner	980	3,209	38,761	24
Navigazione Generale Italiana	Mediterranean	Hartfield, Solari & Co	656	947	36,494	29
Austro Americana S. S. Co., Limited	Trieste	Phelps Bros. & Co	691	3,186	34,268	38
North German Lloyd	Mediterranean	Oelrichs & Co	2,736	5,923	30,429	31
Holland America Line	Rotterdam	A. Gips	4,458	12,554	30,409	45
Fabre Line	Mediterranean	J. Ter. Kuile, General Pgr. Agt	532	37	20,157	38
White Star Line	Southampton	White Star Line	6,732	8,244	20,110	50
American Line	Southampton	American Line	3,411	7,330	18,990	50
Lloyd Sabaudo	Mediterranean	Cesare Conti	1,489	119	18,514	19
White Star Line	Liverpool	White Star Line	6,842	10,824	17,977	45
La Veloce	Mediterranean	Hartfield, Solari & Co	1,213	145	17,648	17
Lloyd Italiano	Mediterranean	C. B. Richard & Co	480	.....	17,566	20
Scandinavian American Line	Copenhagen	A. E. Johnson & Co. G'l Pgr. Agt	1,146	3,237	16,771	29
Hamburg American Line	Mediterranean	Emil L. Boas	1,072	2,688	16,451	20
White Star Line	Mediterranean	White Star Line	982	2,240	15,920	12
Anchor Line	Glasgow	Henderson Bros	2,081	12,433	14,992	46
Sicula Americana	Mediterranean	Hirzel, Feltman & Co	276	.....	14,568	15
Russian American Line	Libau	A. E. Johnson & Co. G'l Pgr. Agt	25	749	14,219	21
Italia Società di Navigazione a Vapore	Mediterranean	Hartfield, Solari & Co	890	.....	14,149	18
Anchor Line	Mediterranean	Henderson Bros	163	.....	11,531	19
Hellenic Trans. Steam Nav. Co., Ltd	Mediterranean	Frank W. Jackson	423	112	6,518	9
National Steam Nav. Co. Ltd. of Greece	Mediterranean	M. Litsas	137	258	5,950	[illegible]
North West Transport Line	Rotterdam	Vesely & Co., Gen'l Pgr. Agt	12	151	4,662	16
Compañía Transatlantica	Mediterranean	Emilio Tomasi	613	512	3,155	12
North West Transport Line	Rotterdam	C. B. Richard & Co., G'l Pgr Agt	.....	25	1,527	6
Lamport & Holt Line	Brazil	Busk & Daniels	988	321	1,308	34
Brazil Line	Brazil	Emil L. Boas	.....	156	330	11
Atlantic Transport Line	London	Atlantic Transport Line	3,627	8	120	43
Miscellaneous	.....	.....	38,187	6,455	6,496	919
			130,017	167,252	771,380	2,044

ELLIS ISLAND, January 1st, 1910.

WM. C. MOORE, *Landing Agent.*

TERMINAL PORTS AND PORTS OF CALL OF PRINCIPAL TRANS-ATLANTIC STEAMERS.

STEAMERS SAILING FROM NEW YORK.

Line	Eastern Terminal Port	Ports of Call. Eastbound	Ports of Call. Westbound.
American	Southampton (D)	Plymouth (T) Cherbourg (T) Moville (T) (Londonderry)	Cherbourg (T) Moville (T) (Londonderry)
Anchor	Glasgow (D)		
Atlantic Transport	London (D) (Tilbury Dock)		
Cunard*	Liverpool (D)	Queenstown (T)	Queenstown (T)
"	Fiume (D)	Gibraltar (T) Naples (T) Trieste (D) Genoa (T)	Palermo (D) Naples (T) Gibraltar (T)
Fabre S. S. Co.	Marseilles (D) or (T)	Naples (D)	Naples (D)
French Line (Compagnie Générale Transatlantique)	Havre (D)		
Hamburg-Amer	Hamburg (Cuxhaven) (D) or (T)	Plymouth (T) Cherbourg (T) Dover (D)	Cherbourg (T) Dover (D) Boulogne (T)
"	Hamburg (Cuxhaven) (D) or (T)		Dover (D)
	Genoa (D)	Gibraltar (T) Naples (T)	Palermo (T) Naples (T)
Holland-Amer	Rotterdam (D)	Boulogne-sur-Mer (T)	Boulogne-sur-Mer (T)
Italian Royal Mail S. S. Co. (Navigazione Generale Italiana)	Genoa (D)	Naples (T)	Naples (T)
North-German Lloyd S. S. Co.	Bremen (D)	Plymouth (T) Cherbourg (T) Gibraltar (T) Naples (T)	Southampton (D) Cherbourg (T) Naples (T) Gibraltar (T)
"	Genoa (D)		
Red Star	Antwerp (D)	Dover (T)	Dover (T)
Scandinavian-American	Copenhagen (D)	Christiania (D)	Christiansand (T)
White Star	Liverpool (D)	Queenstown (T)	Queenstown (T)
" "	Southampton (D)	Plymouth (T) Cherbourg (T)	Cherbourg (T)
" "	Genoa (D)	Gibraltar (T) Naples (T)	Naples (T)

STEAMERS SAILING FROM BOSTON.

Line.	Eastern Terminal Port.	Ports of Call. Eastbound.	Ports of Call. Westbound.
Allan Line	Glasgow	Moville (T) (Londonderry)	Moville (T (Londonderry)
Cunard	Liverpool (D)	Queenstown (T)	Queenstown (T
Leyland	Liverpool (D)		
White Star	Liverpool (D)	Queenstown (T)	Queenstown (T
" "	Genoa (D)	Gibraltar (T) Naples (T)	Naples (T Azores (T

STEAMERS SAILING FROM MONTREAL.

Allan Line	Liverpool (D) London (D)	
Canadian Pacific R'way Atlantic S. S. Lines	Liverpool (D) London (D)	
Dominion Line	Liverpool (D)	
Donaldson Line	Glasgow (D)	

* "D"—Passengers landed at Docks or Piers
"T"—Passengers landed by Tender

TERMINAL PORTS AND PORTS OF CALL OF PRINCIPAL TRANS-ATLANTIC STEAMERS—*Continued.*

STEAMERS SAILING FROM PORTLAND, ME.

Line.	Eastern Terminal Port.		Ports of Call.	
			Eastbound.	Westbound.
Dominion Line	Liverpool	(D)		

STEAMERS SAILING FROM PHILADELPHIA.

American Line	Liverpool	(D)		
Red Star Line	Antwerp	(D)		
Allan Line	Liverpool	(D)		

STEAMERS SAILING FROM NEW ORLEANS.

Leyland Line	Liverpool	(D)		
	London	(D)		

"D"—Passengers landed at Docks or Piers.

THE SECOND CABIN

The question of the second cabin is an interesting and important one. In 1909 there were 130,017 first cabin passengers landed at the Port of New York, while there were 167,252 second cabin passengers landed in the same period. This would tend to indicate that the second cabin was deservedly popular among a large class. It should be remembered, however, that the second cabin is more largely used by persons who are emigrating to the United States and who cannot afford to pay for the accommodations in the first cabin. There are, however, a considerable number of tourists whose means will not permit of their traveling in the first cabin, and who find the second cabin an excellent substitute. About the only feeling which can be expressed about the second cabin is that the passenger does not have the run of the ship as do the first cabin passengers, although the quarters which are assigned to them are far from being restricted on modern ships. The staterooms in the second cabin are reproachably clean and are equipped with everything needed for comfort; there are electric lights, electric bells, ample facilities for washing, and the stewards are attentive, although the service cannot be expected to be of as high grade as in the first cabin where the fees to the stewards are larger. It is safe to say that the average accommodations on all of the modern liners are fully as good as the first cabin accommodations of 20 years ago, where the rate paid was from $80.00 to $100.00. This opinion has been formed only after an examination of the second class accommodations on a number of ships and after consultation with a number of shipping men. The food given to the second cabin passengers is excellent and is far better than can be had in many hotels in the United States. The second cabin catering does not contemplate the supplying of hot-house grapes at $1.25 a pound, artichokes, or similar delicacies, which the average traveler does not get at home very often, but still there is an abundance of meats, poultry, fish, and other food. The following bill of fare is taken from the menu card of the second cabin of a large liner, and this table is satisfying enough for any one except those who are in the habit of living on a more expensive scale.

BREAKFAST.

Grape Fruit — French Plums
Apples — Cerealine
Oatmeal Porridge—Fresh Milk
Fried Sole — Codfish Cakes
Sirloin Steak—Fried Onions
Grilled Bacon
Calf's Liver—Fines Herbes
Fried Eggs
Boiled Eggs to order
Lyonnaise Potatoes
Mustard and Cress
Hominy Cakes—Golden Syrup
White and Graham Rolls
Soda Scones — Vienna Bread
Jam — Marmalade
Tea — Coffee — Cocoa

DINNER.

Thick Ox Tail
Pickerel—Cornichons
Fricassee of Rabbit—Yorkshire
Chicken Cutlets—Regence
Haunch of Mutton—Soubise
Corned Brisket of Beef and Vegetables
Boston Squash — Rice
Boiled Potatoes
COLD:—Galantine of Veal
Farina Pudding
Apple Tart — Shrewsbury Cakes
Pineapple — Peanuts
French Plums — Cheese
Crackers — Tea — Coffee

TEA.

HOT
Grilled Yarmouth Bloaters
Welsh Rarebits—to order
Ragout of Venison
Broiled Cambridge Sausage
Mashed Potatoes
COLD
Corned Leg of Pork
Ribs of Beef
Lettuce — Pickles
Rhubarb and Custard
Sultana Cake
Marmalade — Preserves
Tea — Coffee

Ladies traveling alone will find the second cabin a very pleasant place. Music rooms, lounges, etc., are provided for the second cabin passengers. The saving is very material as will be seen by a perusal of the tariff lists of the various companies. On some of the smaller steamers there is only one class of cabin passengers. This is usually referred to as "cabin class." This is to all intents and purposes first cabin accommodations at second cabin rates. A passage of this kind is preferable to the second cabin, as there is more liberty, passengers having the run of the ship. The second cabin has its own music room, library, smoking room and usually its own barber. Baths are always provided as in the first cabin.

3RD CLASS ACCOMMODATIONS

The third class is a new form of accommodation and is provided only on certain vessels of certain lines. The rate is somewhat higher than the steerage and is a good deal less than the second cabin. Most of the remarks concerning the steerage apply to third class as well. The third class is not recommended for the use of American tourists.

STEERAGE

On most lines and on most ships the steerage is the third class, although on some lines, or rather on some steamers of some lines, there is a class intermediate between the second cabin and the steerage, called the third class, which may be looked upon as a kind of "improved" steerage. Accommodations in the steerage are almost as good at the present day as second class accommodations of twenty years ago. All of the stories of overcrowding, unsanitary surroundings, etc., are not true as regards the principal lines, and the Government inspection both here and abroad is most rigid. The steerage is not recommended for the use of tourists, and those who cannot afford accommodations in the second class should *postpone* their visit until such time as they can afford to travel comfortably. The steerage is, of course, a boon to hundreds of thousands of immigrants. In the year 1909, 771,380 persons were landed from the steerage at the Port of New York by thirty-four lines. The food is excellent as will be seen by the annexed bill of fare:

SAMPLE BILL OF FARE FOR ONE DAY.

BREAKFAST, 8 A. M.

Oatmeal Porridge, Milk and Syrup, Boiled Eggs, Vegetable Stew, Swedish Bread and Butter, Hot Rolls, Jam or Marmalade, Tea, Coffee or Milk.

DINNER, 1 P. M.

Soups, Beef Steak, Kosher Beef, Roast Mutton, Beans, Potatoes, and Vegetables, Bread, Pickles, Plum Pudding and Sweet Sauce.

TEA, 6 P. M.

Boiled Eggs, Corned Beef, Bread and Butter, Currant Buns, Tea, Jam or Marmalade,

LOWEST OCEAN RATES

To and from New York, English and Continental Ports.

(Subject to change without notice.)

Lines.	First Class To or From Europe	2d Class To or From England	2d Class To or From Continent.
American Line			
SSs. New York, St. Paul, St. Louis and Phila.	$92 50	$50 00	$57 50
PHILADELPHIA-LIVERPOOL STEAMERS		45 00	.....
Atlantic Transport Line			
SSs. Minneapolis, Minnehaha, Minnetonka and Minnewaska	82 50	.....	.....
Anchor Line			
SSs. Columbia and Caledonia	72 50	47 50	.....
SS. California	67 50	47 50	.....
SS. Furnessia		45 00	.....
Cunard Line			
SSs. Lusitania and Mauretania	125 00	62 50	.....
SSs. Campania and Lucania	102 50	52 50	.....
SSs. Carmania and Caronia	97 50	55 00	.....
BOSTON-LIVERPOOL SERVICE			
All steamers	82 50	47 50	.....
MEDITERRANEAN SERVICE			
SSS. Carpathia	80 00	.....	.....
SS. Pannonia	72 50	.....	65 00
French Line			
SS. La Provence	107 50	.....	65 00
SSs. La Savoie and La Lorraine	97 50	.....	62 50
SS. La Touraine	87 50	.....	60 00
SSs. La Bretagne and La Gascogne	77 50	.....	57 50
SS. Chicago		.....	52 50
SS. Floride		.....	57 50
Fabre Line		.....	50 00
SS. Madonna			
All other steamers	80 00	.....	.....
Hamburg-American Line	75 00	.....	.....
SS. Deutschland		.....	.....
SSs. Ameri a and Kaiserin Aug. Vic	120 00	62 50	67 50
SSs. Cleveland and Cincinnati	112 50	57 50	62 50
SSs. Moltke and Blücher	95 00	52 50	55 00
SSs. President Lincoln, President Grant and Hamburg	92 50	52 50	57 50
SS. Pennsylvania and other steamers	87 50	52 50	57 50
MEDITERRANEAN SERVICE		52 50	55 00
SSS. Moltke	92 50	.....	65 00
SSS. Hamburg	87 50	.....	65 00
SS. Batavia		.....	65 00
Holland-America Line			
SSS. Rotterdam	105 00	.....	60 00
SSS. New Amsterdam	92 50	.....	55 00
SS. Noordam and other ships	82 50	.....	52 50
Italian Royal Mail Lines			
SSs. Verona, Ancona Taormina	70 00	.....	.....
SSs. Duca Degli Abruzzi, Europa, Duca de Genova, Oceania and America	80 00	.....	65 00
SSs. Brasile, Italia, Argentina	70 00	.....	65 00
SSs. Liguria and Lazio		.....	65 00
PHILADELPHIA-MEDITERRANEAN SERVICE			
All steamers	70 00	.....	.....
North German Lloyd			
SSs. Kronprinzessin Cecilie and Kaiser Wilhelm II	122 50	62 50	67 50
SSs. Kronprinz Wilhelm and Kaiser Wilhelm der Grosse	120 00	62 50	67 50
SSS. George Washington	112 50	60 00	65 00
SSS. Prinz Friedrich Wilhelm	97 50	55 00	60 00
SSS. Grosser Kurfürst	92 50	52 50	57 50
SS. Barbarossa and other ships	87 50	52 50	57 50

LOWEST OCEAN RATES. (Continued)

Lines	First Class To or From Europe	2d Class To or From England	3d Class To or From Continent
North German Lloyd *Continued.*			
MEDITERRANEAN SERVICE SS. Berlin	$97.50	.....	$65.00
All other steamers	87.50	.....	65.00
Red Star Line			
SS. Lapland	95.00	$57.50	57.50
SSs. Kroonland, Zeeland and Vaderland	82.50	52.50	52.50
PHILADELPHIA-ANTWERP SERVICE			
All steamers	.....	.....	55.00
Scandinavian American Line			
All steamers	75.00	.....	60.00
White Star Line			
SS. Adriatic	112.50	55.00	60.00
SS. Oceanic	107.50	55.00	60.00
SSs. Majestic and Teutonic	92.50	50.00	57.50
SSs. Baltic, Cedric and Celtic	97.50	52.50	..
SS. Arabic	82.50	47.50	..
BOSTON-LIVERPOOL SERVICE SS. Cymric	72.50	..	..
MEDITERRANEAN SERVICE			
SSs. Romanic and Canopic	82.50	.....	65.00
SS. Cretic	80.00	..	.....
BOSTON-MEDITERRANEAN SERVICE			
All steamers	82.50	.....	65.00

The above are the lowest or minimum rates from port to port. Through rates to London or Paris should be made by adding to the above rates the following railroad rates of class and from desired port:

From Liverpool to London: 1st Class, $7.00, 2d Class, $5.05; 3d Class, $4.00. In connection with Second Class ocean tickets a 3d Class rail ticket is furnished for $2.50.

From Plymouth to London: 1st Class, $7.50; 3d Class, $3.75.

From Dover to London: 1st Class, $4.75; 2d Class, $3.15.

From Southampton to London: 1st Class, $2.75; 2d Class, $1.75; 3d Class, $1.40.

From Cherbourg to Paris: 1st Class, $8.75; 2d Class, $6.25; 3d Class, $3.60.

From Havre to Paris: 1st Class, $5.60; 2d Class, $4.00; 3d Class, $2.50.

From Boulogne-sur-Mer to Paris: 1st Class, $5.50; 2d Class, $3.70.

Rates for higher-priced cabins will be quoted on request by any Steamship Company or Tourist Agent

STEERAGE DINING ROOM
is far from an unattractive place

HOW TO CARRY FUNDS

"Put money in thy purse"—*Iago.*

Funds may be carried: 1—In cash. 2—Letters of credit. 3—Express checks. 4—Steamship company checks. 5—Circular notes. The amount of cash which is carried should be for use on the steamer and on landing; rarely will more than $50.00 be required.

LETTERS OF CREDIT

For sums of $500.00 and over, letters of credit are recommended. They can be obtained from any banker against the deposit of a proper sum plus a fee of usually 1 per cent., except where the amounts are very large. The letter of credit includes a letter of identification which must be signed by the

Brown Brothers & Co.

CIRCULAR LETTER OF CREDIT.

(Specimen)

No. B 13,683.

New York, August 21st 1905

Gentlemen

We beg to introduce to you Mr. Robert Thompson, or Mrs. Katharine Thompson — to whom you will please furnish such funds as the same may require up to the aggregate amount of £1,200 — Twelve hundred — pounds sterling against demand drafts on MESSRS. BROWN, SHIPLEY & Co. 123 FALL MALL, LONDON, each draft to be plainly marked as drawn under Brown Brothers & Co. Letter of Credit No. B 13,683

We engage that such drafts shall meet with due honor in London if negotiated on or before June 30th 1906 and request you to buy them at the rate at which you purchase demand drafts on London.

The amount of each draft must be inscribed on the back of this letter and to this we wish to call your special attention. This letter itself should be cancelled and attached to the final draft drawn.

Please see to it that the drafts be signed in your presence and carefully compare the signature with the one below.

We are Gentlemen,

Your obedient Servants

Brown Brothers & Co.

£1,200—

NOT EXCEEDING £ POUNDS

To Messieurs
The Bankers mentioned on the third page of this Letter of Credit.

The signature of
Robert Thompson
Katharine Thompson

FAC-SIMILE OF A LETTER OF CREDIT
Making money available anywhere in the world

owner, who will also sign blanks which are sent to the principal correspondents of the bankers abroad. The letter of credit can be presented at various banks and brokers all over the world at any reasonable hour and the owner is required to sign a draft for the amount. The signature is then compared with the signature on the letter of credit and the amount is paid over plus exchange—if any. If the balance of trade is in the right direction an exchange of fifty or sixty cents for each ten pounds drawn is not unusual, except in Great Britain and Ireland where drafts are paid pound for pound. Letters of credit should be very carefully guarded the same as money, as in the case of loss all the correspondents would have to be notified, the expense of which is very great. A proper carrying case is provided by most bankers issuing letters of credit. Letters of credit can be issued to two or more persons if desired. Applications for letters of credit should be accompanied by letters of introduction from a bank or some well-known firm and such letters should bear the signature of the bearer as a means of identification. One of the largest firms of bankers whose letter of credit we reproduce, has the following terms of issue:

"(a) Against Cash Payment at our posted rate of Exchange for Demand Bills on London and a commission of 1 per cent.—Any unused balance will be refunded at our posted rate of Exchange for Demand Bills on London.

(b) Against Satisfactory Guarantee of Repayment as drafts appear.—Commission, 1 per cent. only on amount used.

(c) Against Deposit of Cash.—Interest allowed on daily balances subject to arrangement. Commission, 1 per cent., payable on amounts used.

(d) Against Deposit of Approved Collateral.—Commission, 1 per cent., and drafts charged in account in the same way as in method "c." Interest or dividends on these securities collected for one-quarter of 1 per cent. and credited in account.

Under Credits issued against guarantee, cash deposited or satisfactory collateral, the drafts will be converted into dollars, in London, at the buying rate of exchange on New York.

The Dollar Credits will be found convenient for travelers in all parts of North America, as well as in Cuba and Porto Rico."

Remember that Letters of Credit are issued for a specified time which is agreed upon at the time of securing same. No funds can be drawn after the time limit has expired without special arrangements or a new letter is issued. For particulars consult the bankers.

CIRCULAR NOTES

Circular notes or travelers' checks in $10.00, $20.00, $50.00 and $100.00 denominations are another form of express and steamship company checks issued by reputable tourist agencies. The checks are practically the same, but a letter of identification often accompanies it the same as a letter of credit. All of these methods of carrying funds are considered safe, but great care should be taken not to lose any of them. There is little difficulty in exchanging money at banks or exchange offices at any seaport where there is trans-Atlantic trade. Owing to a peculiar law it is not possible to give fac-similes of foreign coins, although a coin dealer may publish such illustrations in his catalogue. In other words, in the very books where the information would tend to prevent the cheating of visitors, no reproductions can be given owing to some absurd idea that this would benefit counterfeiters, whereas as a matter of fact the coin catalogues would be much more useful to counterfeiters. They would not be liable to go to either one, as the fac-similes would not be good enough for this purpose.

The following charts give the principal gold and silver coins of Great Britain, France, Germany, Holland, Norway, Sweden and Denmark, and owing to the peculiar law cited above it is not possible to do more than give the actual size of the coins, the metal, the denomination in coin currency, and the equivalent in American money. The importance of these charts will be recognized by old travelers who have often made mistakes on landing, especially with English and French money: the half-sovereign and the sovereign being very much alike except as to size. The 5-franc, the 10-franc and the 20-franc pieces are also very often confused. It is not thought necessary to give reproductions as to size of the copper coinage. The English penny, half-penny and farthing being comparatively well known, there is little

CURRENCY OF EUROPEAN COUNTRIES.

COUNTRY. MONEY TABLE.	Standard Monetary Unit, and Approximate Value in U. S. Gold.	Bank Notes and Approximate Equivalent in U. S. Money.		Gold Coins and Approximate Equivalent in U. S. Money.		Silver Coins and Approximate Equivalent in U. S. Money.		Copper and Nickel Coins and Approximate Equivalent in U. S. Money.	
GREAT BRITAIN.		£	$	£	$	£	$	£	$
4 Farthings = 1 Penny.	Gold.	5	24.332			3d.	.06		
		10	48.665	Half Sov'gn = 10s.	2.433	6d.	.121	Farthing.	.005
12 Pence = 1 Shilling.		20	97.33			1s.	.243		
	Pound Sterling: $4.866½	50	243.[illegible]			Florin or 2s.	.486	Half Penny.	.01
20 Shillings = £1.		100	486.65	Sov'gn = 20s.	4.866	½ Crown or 2s. 6d.	.608		
		200	973.30			4s.	.973	Penny.	.02
		500	2433.25			5s. or Crown	1.216		
		1,000	4866.50						
FRANCE.	Gold.	Francs.	$	Francs.	$		$	Sou or 5c.	.0096½
100 Centimes = 1 Franc. (See Note, page 25.)	Franc: $0.193	50	9.65	5	.97	50c.	.096½		
		100	19.30	10	1.93	1f.	.193	2 Sou or 10c.	.0193
		500	96.50	20	3.86	2f.	.386		
		1,000	193.00			5f.	.965		
BELGIUM.	Gold.	Francs.	$	Francs.	$		$		$
100 Centimes = 1 Franc.	Franc: $0.193	20	3.86	10	1.93	50c.	.096½	1c.	.0019
		50	9.65			1f.	.193	2c.	.0038
		100	19.30	20	3.86	2f.	.386	5c.	.0096
		500	96.50			5f.	.965	10c.	.0193
		1,000	193.00					20c.	.0386
NETHERLANDS. (HOLLAND.)	Gold.	Gulden.	$	Gulden.	$		$	copper.	$
100 Cents = 1 Gulden.	Gulden: $0.402	10	4.02	5	2.01	5c.	.020		
		25	10.05			10c.	.040		
		40	16.08	10	4.02	25c.	.100	½c.	.002
		50	20.10			50c.	.201	1c.	.004
		60	24.12			1 Gul.	.402	2½c.	.010
		100	40.20			2½ Gul.	1.005		
		200	80.40						
		300	120.60						
		500	201.00						
		1,000	402.00						

CURRENCY OF EUROPEAN COUNTRIES.—*Continued.*

COUNTRY MONEY TABLE	Standard Monetary Unit, and Approximate Value in U. S. Gold.	Bank Notes and Approximate Equivalent in U. S. Money.		Gold Coins and Approximate Equivalent in U. S. Money		Silver Coins and Approximate Equivalent in U. S. Money.		Copper and Nickel Coins and Approximate Equivalent in U. S. Money.	
GERMANY.	Gold.	Marks.	$	Marks.	$		$	copper.	$
		5	1.19			50 p. or ½m.	.119	1p.	.002
		20	4.76	10	2.38	1m.	.238	2p.	.005
100 Pfennige = 1 Mark.	Mark: $0.238	50	11.90			2m.	.476	nickel.	
		100	23.80	20	4.76	3m.	.714	5	.012
		1,000	238.00			5m.	1.19	10	.024
AUSTRIA-HUNGARY.	Gold.	Kronen.	$		$		$	bronze.	$
		10	2.03	4fl.	1.62	1 kr. or ½fl.		1h.	.002
		20	4.06	10kr. or			.203	2h.	.004
100 Hellers = 1 Krone.	Krone: $0.203	50	10.15	5 fl.	2.03	1fl.	.406		
		100	20.30	8fl.	3.24	5kr.	1.015	nickel.	
		1,000	203.00	20kr. or				10h.	.020
				10fl.	4.06			20h.	.040
ITALY.	Gold.	Lire.	$	Lire.	$		$	copper.	$
		5	.965	5	.965	1 lira.	.193	5c.	.0096
		10	1.93					10c.	.0193
100 Centesimi = 1 Lira.	Lira: $0.193	50	9.65	10	1.93	2 lira.	.386	nickel.	
		100	19.30					20c.	.0386
		500	96.50	20	3.86	5 lira.	.965	25c.	.0482
		1,000	193.00						
NORWAY, SWEDEN AND DENMARK.	Gold.	Kroner.	$	Kroner.	$	Ore.	$	bronze. Ore.	$
		1	0.268	5	1.34	10	.02		
		5	1.34	10	2.68	25	.06	1	.0025
		10	2.68	20	5.36	50	.12	2	.005
100 Ore = 1 Krone.	Krone: $0.268	50	13.40					5	.125
		100	26.80			Kroner.			
		500	134.00	Ducat.	2.24	1	.249		
		1,000	268.00			2	.499		

CURRENCY OF EUROPEAN COUNTRIES.—*Continued.*

COUNTRY. MONEY TABLE.	Standard Monetary Unit, and Approximate Value in U. S. Gold.	Bank Notes and Approximate Equivalent in U. S. Money		Gold Coins and Approximate Equivalent in U. S. Money.		Silver Coins and Approximate Equivalent in U. S. Money.		Copper and Nickel Coins and Approximate Equivalent in U. S. Money.	
RUSSIA.		Rubles.	$	Rubles.	$	Kopecks.	$	copper. Kopecks	$
	Gold.	1	.515	5	2.57	5	.025		
		3	1.545	7½ or ½ Impl.	3.86	10	.05		
		5	2.575			15	.076		
100 Kopecks = 1 Ruble.		10	5.15	10	5.15	20	.10	1	.0075
	Ruble: $0.515	25	12.875	15 or 1 Impl.	7.72	25	.125	2	.015
		50	25.75			50	.25	5	.0375
		100	51.40			100	.50		
		500	257.50			Ruble.			
						½	.25		
						1	.50		
SPAIN.		Peseta.	$	Doubl'n	$	Peseta.	$	bronze.	$
	Gold.			1-16	0.95				
				⅛	1.90				
100 Centimos = 1 Peseta.				¼	3.83	1	.174		
	Peseta: $0.19	25	4.825	½	7.75	2	.348		
		50	9.65	1	15.50	5	.87	Centimo.	
		100	19.30	Peseta.				1	.00175
		500	96.50	5	.965	Centimo	$	2	.0035
		1,000	193.00	10	1.93	50	.087	5	.00875
				20	3.86				
				25	4.825				

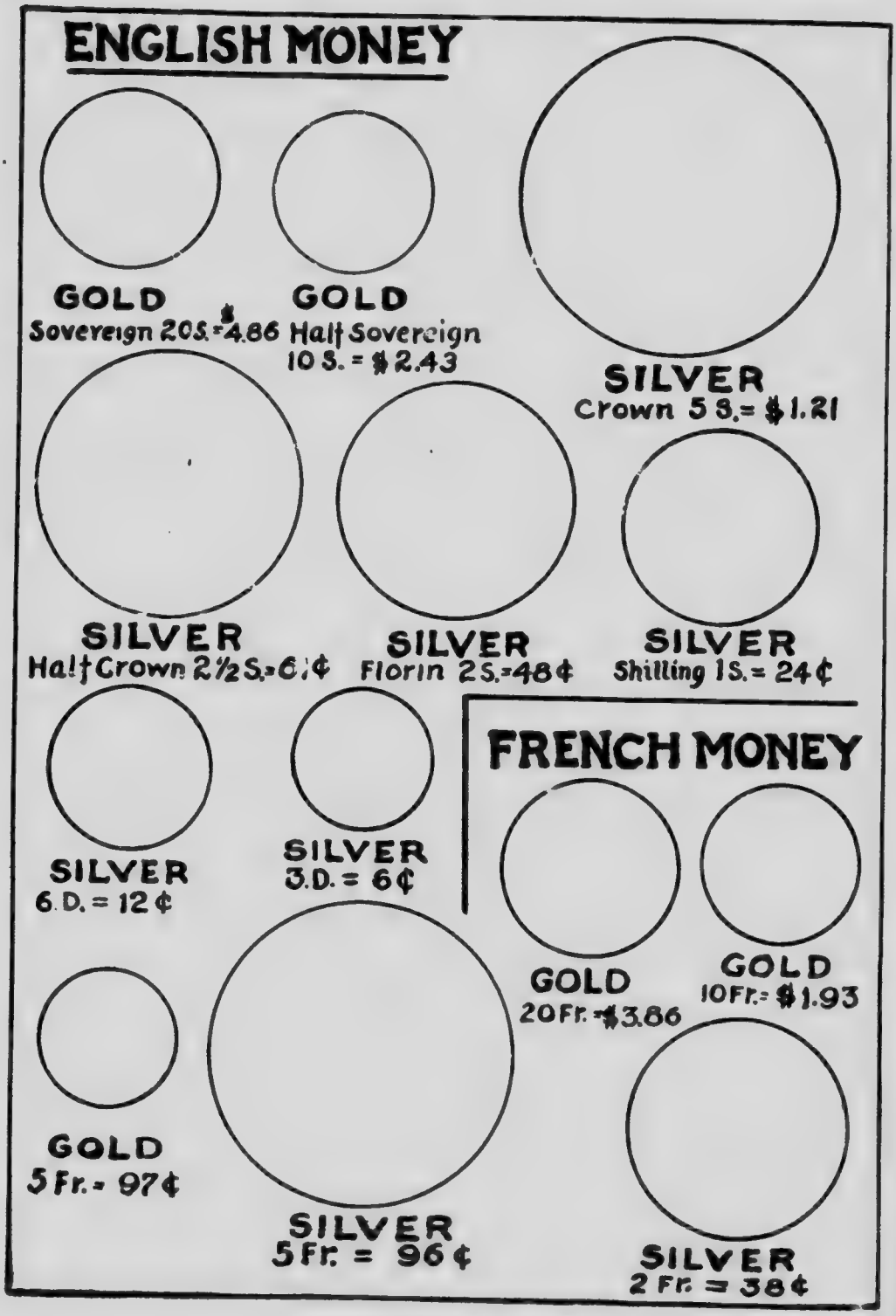
SWITZERLAND.—The monetary system of SWITZERLAND is the same as that of France, its coins bearing also the same names.

NOTE. FRANCE.—Belgian, Swiss, Austrian, Russian, Spanish, Italian and Servian gold pieces and Belgian, Swiss and Greek silver coins are current in France. Five Lire Italian pieces are also current, but not Italian silver of lower values.

Copper coins of foreign countries do not circulate in France.

CAUTION.—Do not take any bad money.

The following coins which are uncurrent in France, and worth only their metal value, are frequently offered tourists in change by cabmen and others. Tourists will do well to examine silver change received and reject such coins, viz.: French silver coins below the value of 5 Fcs. minted prior to 1863, and Spanish, South American and Papal silver coins regardless of denomination.



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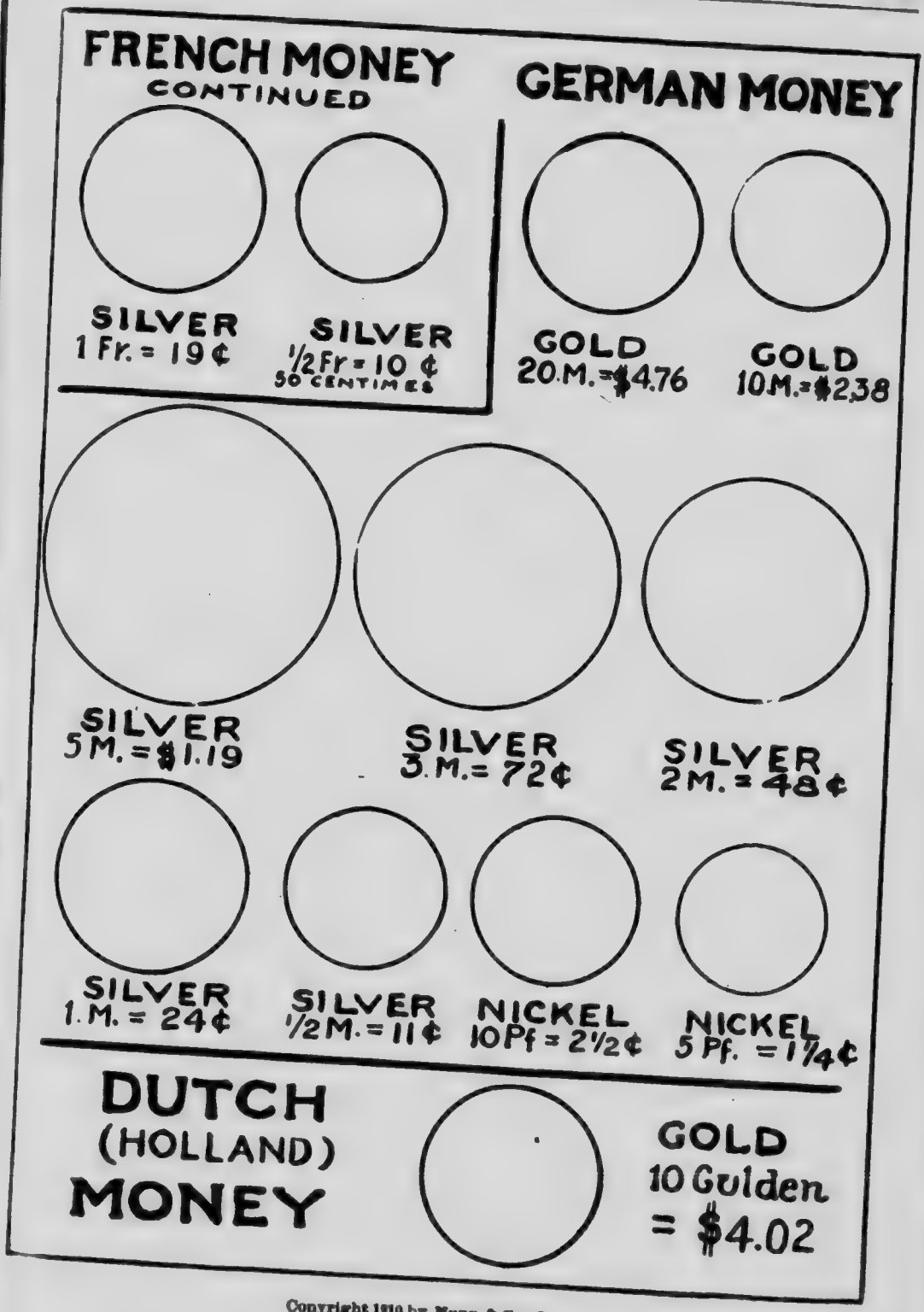

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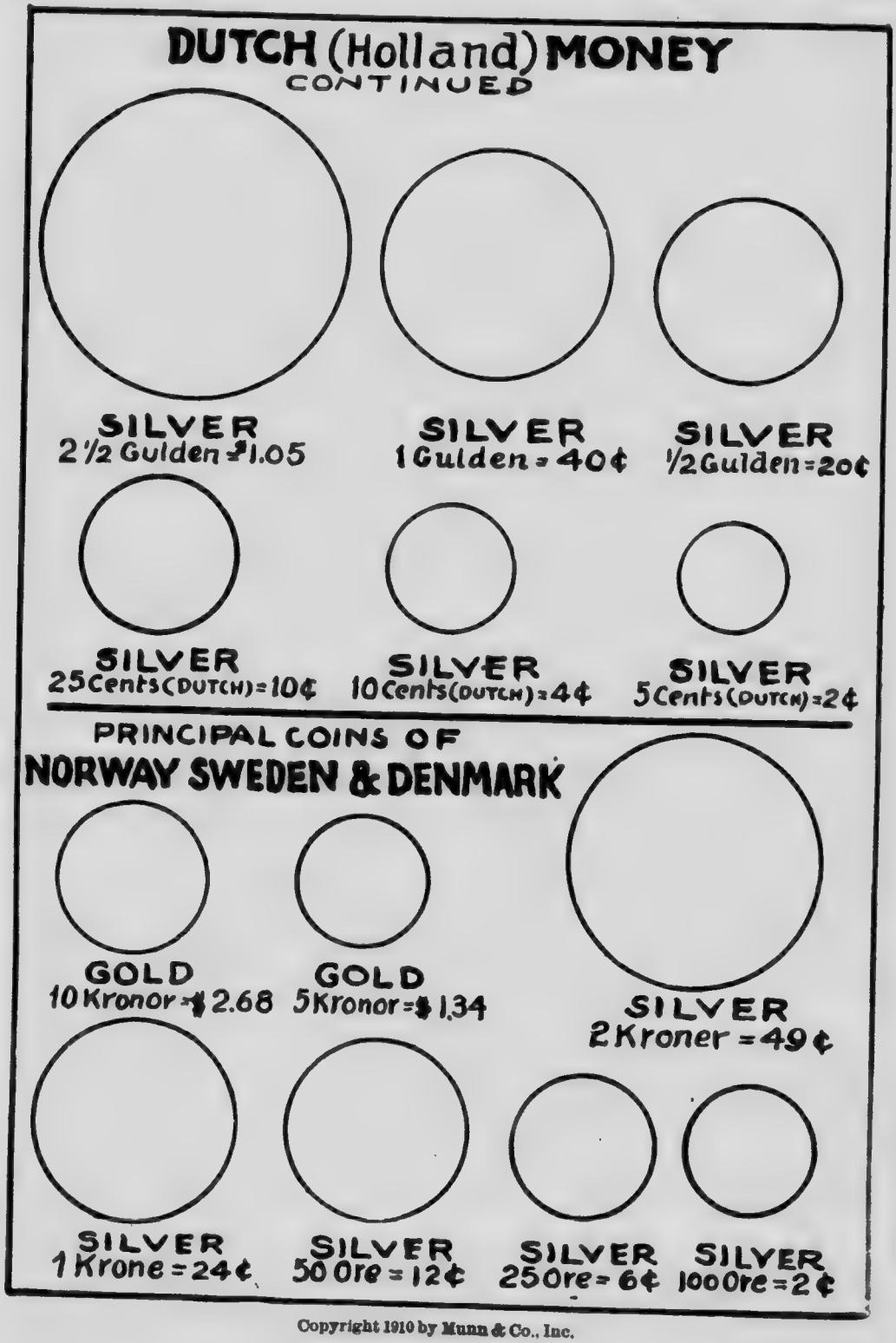

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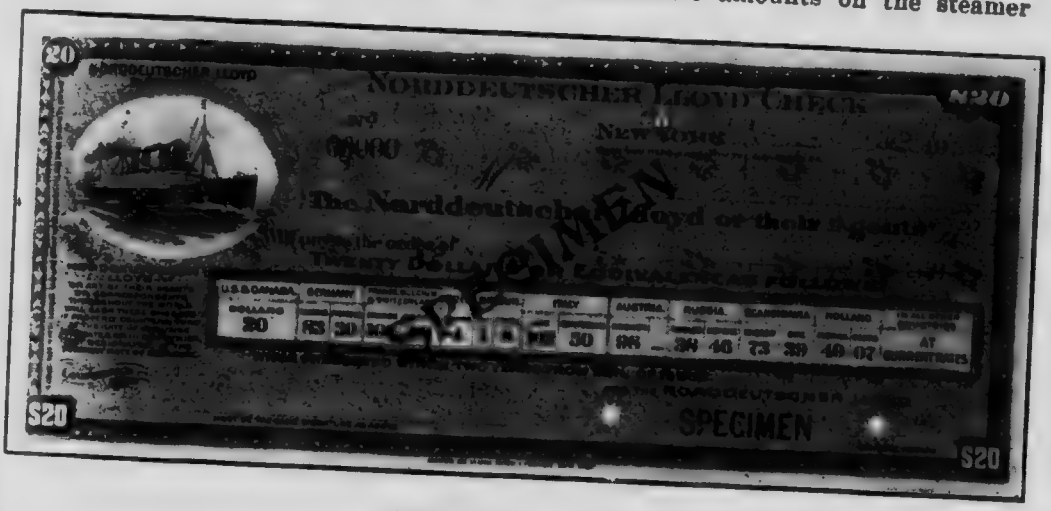
chance for the visitor to be cheated with these coins. The same thing applies to the French 2-sou and 1-sou pieces. The German copper coins of the value of 2-pfennig and 1-pfennig are seldom used by the traveler. The Dutch coins of the value of 2½ cents (Dutch) equal to 1 cent; and the even smaller coinage of 1 cent and ½ cent are not much used, and are only valuable to give to children to keep them out of the way when you do not care to have them in photographs. The bronze coins of Norway, Sweden and Denmark are not used to any extent by tourists. The ducat, a coin equal in value to $2.24, is not generally obtainable, and it would therefore seem that it is out of circulation to some extent. The 20-kroner piece is not in circulation at the present time. The silver coinage of Greece should be rejected, as these coins do not pass current in France. A careful comparison of coins the first few days after landing will save the traveler much expense and trouble.

FUNDS ON BOARD

Where additional passage money is paid for extra accommodations, chair hire, freight, etc., the payments should be made in cash as the purser is not authorized to receive checks. A purser has a limited amount of money to cash circular notes, etc., of *his own line*. It is not safe, however, to depend on this. At least $25.00 should be carried in American money and foreign money, preferably English gold; the largest sums will be carried in the form of five-pound notes. American money is also accepted. Do not try to use American money in England outside the principal seaports, as even banks view it with suspicion, or rather the dense ignorance of the clerks leads them to refuse our paper money, although it will be accepted "for collection" in London, which service is of no avail to travelers who need money for immediate use.

STEAMSHIP COMPANY CHECKS

Nearly all steamship companies issue checks which are available the same as express checks and letters of credit. These have the advantage of being cashed at the offices of the steamship companies at hours when banks are not open, and they may be cashed in moderate amounts on the steamer for obtaining funds for use during the voyage. Hotels will usually cash them if the amounts are not too large. Additional amounts can be secured by cable, the money being deposited in New York and the checks issued by the steamship office abroad. In case of loss new checks are issued upon satisfactory proof of ownership and the execution of a bond of indemnity with proper security. Checks not used are redeemed at full price. The charge is usually ½ of one per cent., but this may vary.

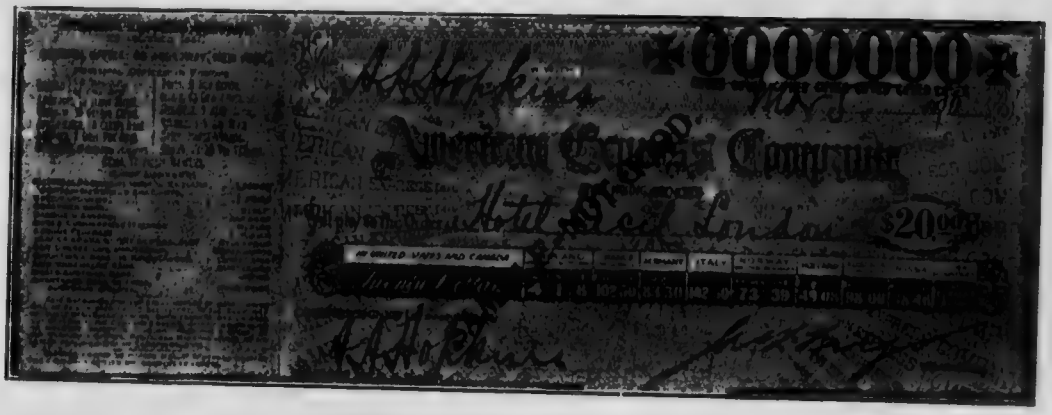


STEAMSHIP CHECK

Gibraltar serves as a port of call for the Imperial Mail steamers of the East Asian service of the Norddeutscher Lloyd; also for the steamers of the Italy-New York service; both on the outward and homeward passages.

EXPRESS CHEQUES

The American Express Company issue express cheques which are available to bankers all over the world. These express cheques are in convenient amounts of $10.00, $20.00, $50.00, etc. They can be purchased at any of the offices of the express company either here or abroad. Letters may be forwarded to their correspondents abroad. All travelers should write the company at 65 Broadway, New York, for information relative to travelers' checks, also their "Notes of Interest" and "Cable Code" for travelers, which is a duplicate of the one printed in this book. This will enable you to leave a copy at home. This literature is furnished gratis and is recommended.



EXPRESS COMPANY'S CHEQUE

SENDING LETTERS ABROAD

Be sure and give all of your friends instructions to forward their mail care of a banker or tourist company, or the American Express Co. from whom you purchased tickets, etc. Great care is taken with mail and it is forwarded according to instructions. Select an office of these companies in some large city and have all the mail sent there, and give this office specific information as to your movements. The following advice is given by the American Express Co. relative to the forwarding of letters and telegrams, also the *registered* cable addresses. Duplicate lists will be found in their "Notes of Interest" which will be mailed by the company on request. Cablegrams sent through them should be arranged for in advance. Travelers are naturally expected to patronize companies or bankers who perform services for them by giving them a share of their business either in the transmittal of funds or the purchase of steamship and railway tickets.

Letters in regard to mail or telegrams should be on sheets separate from communications on other subjects. Married ladies, to prevent delay in the forwarding of their letters and telegrams, should state both their own and their husbands' given or Christian names when requesting the offices to transmit such matter.

Enquiries regarding reforwarded mail matter and telegrams will be promptly attended to at the Company's offices in Europe. Patrons should bear in mind, however, that the Company is not accountable for such matter after mailing.

The post office departments throughout Europe do not assume responsibility for the prompt transmission of mail matter; and will not answer enquiries concerning the delivery of newspapers.

Patrons requesting Company's offices in Europe to open and reforward by wire their cablegrams and telegrams, will be expected to deposit against charges. In the absence of such deposit, cablegrams and telegrams will be reforwarded by mail, unopened.

In going out of harbor, letters may be given to the pilot for mailing, when he leaves the vessel after taking her out.

Letters and telegrams for delivery to passengers on board ocean steamships should be addressed as follows:

"Mr. . . . . .
Passenger S. S. . . . . .
New York City, N. Y.,"

"Boston," "Liverpool," or whatever the port may be and the envelope should also show name and address of sender.

The following are the offices through which business can be transacted with registered cable address:

ANTWERP, 7 Quai Van Dyck,
"AMEXCO"

THE LOUNGE
Is a smoking room for mixed company where much enjoyment is obtained

BOSTON, 43 Franklin St., "FINAMEX"
BREMEN, 139 Am Wall, "AMEXCO"
BROOKLYN, 611 Fulton St., "AMEXCO"
BUFFALO, Main and Erie Sts., "AMEXCO"
CHICAGO, 72 Monroe St., "FINAMEX"
CINCINNATI, 16 East Fourth St., "AMEXCO"
CLEVELAND, 331 Superior Ave., N. W., "AMEXCO"
DETROIT, 19 and 21 Campus Martius, "AMEXCO"
GENOA, 17 Piazza Nunziata, "AMEXCO"
GLASGOW, 30 Gordon St., "CICATRIX"
HAMBURG (9 Alsterdamm, 12 Ferdinand Str., "AMEXCO"
HAVRE, 43 Quai d'Orleans, "AMEXCO"
LIVERPOOL, 10 James St., "CICATRIX"
LONDON, 5 and 6 Haymarket, "CICATRIX"
LONDON, E. C., 84 Queen St., "NONCLAIM"
MONTREAL, 202 St. James St., "AMEXCO"
NAPLES, 23-30 Via Vittoria, "AMEXCO"
NEW ORLEANS, 317 St. Charles St., "AMEXCO"
NEW YORK, 65 Broadway, "FINAMEX"
OMAHA, 1312 Farnam St., "AMEXCO"
PARIS, 11 Rue Scribe, "AMEXCO"
ROME, Piazza Venezia, "AMEXCO"
ROTTERDAM, 17 Gedempte Glashaven, "AMEXCO"
ST. LOUIS, 417 North Fourth St., "AMEXCO"
ST. PAUL, 332 Jackson St., "AMEXCO"
SOUTHAMPTON, 4 Oriental Place, "CICATRIX"

Or care of following Correspondents:

AMSTERDAM, Amsterdamsche Bank, 597 Heerengracht.....AMSTERDA"
BELFAST, Belfast Banking Company, "BELBANK"
BERLIN, Dresdner Bank, 38 Behren Strasse..... "DRESDBANK"
CARLSBAD, Oesterreichische Credit-Anstalt..... "CREDIT"
CHRISTIANIA, Christiania Bank of Kreditkasse, 7 Stortorvet, "KREDITKASS"
CORK, Munster and Leinster Bank, 66 South Mall..... "MUNLIN"
DRESDEN, Dresdner Bank, 3 König Johann Strasse.... "DRESDBANK"
EDINBURGH, Royal Bank of Scotland, St. Andrew Square..... "BANK"
FLORENCE, French, Lemon & Co., 4 Via Tornabuoni..... "CONCORD"
GENEVA, Banque Fédérale, S. A., "FEDRALBANK"
HONG KONG, International Banking Corporation, 20 Des Voeux Road, "STATEBANK"
HONOLULU, Banking House of Bishop & Co..... "SNOMAD"
LOS ANGELES, CAL., Farmers and Merchants National Bank, "HELLMAN"
MUNICH, Bayerische Vereinsbank, 14 Promenade Strasse, "VEREINSBANK"
PRAGUE, Böhmische Union Bank, "UNIONBANK"
SAN FRANCISCO, Union Trust Co., Cor. Montgomery, Post and Market Sts..... "EXECUTOR"
SEATTLE, The Scandinavian American Bank, Alaska Building, Second Ave. and Cherry St..... "SCANDIA"
STOCKHOLM, Skandinaviska Kredit Aktiebolaget, 7 Storkyrkobrinken, "KREDITBOLAGET"
VENICE, Giuseppe Guetta, Ascensione N. 1255-56..... "AMERICAN"
VIENNA, Anglo-Austrian Bank, 1 Strauchgasse..... "ANGLOBANK"
ZURICH, Banque Fédérale, S. A., "FEDRALBANK"

Messrs. Thomas Cook & Son, 245 Broadway, New York, offer similar facilities for their patrons. They will send information on request. The bankers issuing letters of credit or selling travelers' checks to the amount of £50 or more offer facilities for forwarding mail through their London or Paris offices. The steamship companies are also very liberal in this respect. The general advice given, however, is of general application.

CLOTHING

Warm clothing and rugs should be taken for the ocean trip, as well as for the railway journeys in most European countries; even in winter the trains are seldom well heated, the primitive hot water can being very much in vogue. Occasionally trains will be found where some of the cars are heated by steam from the engine. At least one rug should be provided for each person. Gentlemen should have at least two suits, as a change of clothing is sometimes necessary owing to the fact that decks are damp. It is also desirable to carry a dress suit for use on the steamer, as gentlemen dress for dinner on most of the crack liners. Evening dress is not, however, obligatory. Thick rubber soled shoes will prove a great comfort on the voyage. Golf or soft felt hats should be worn by gentlemen at sea, and ladies wear tam-o'-shanters or similar head-gear with thick veils. Yachting caps are not worn at sea. Heavy underclothing should be pro-

vided for the voyage, and may be left in trunks in the storage warehouse. Any article of clothing which may have been forgotten can be easily purchased abroad. English tailors are noted for excellence of their material and workmanship, but the cut is not always adapted to our American ideas. There will be little trouble, however, if a good tailor is selected. The dressmakers and milliners of Paris are, of course, famous throughout the world, and are referred to later on in this book. Ladies will find it very desirable to take along an extremely portable workbox equipped with needles, thread, pins, hooks and eyes, buttons, etc., as these articles are not readily obtainable at sea, although one vessel has inaugurated a "department store" where all little necessaries can be purchased. Stewardesses usually carry needles, thread, pins, etc.

The Light and Whistling Buoy at the Entrance to Ambrose Channel

Bath slippers should be provided, as occasionally the distance to the bathrooms is quite considerable. A bathrobe should also be provided.

Men will find that a heavy overcoat is needed even in summer, as the winds are apt to be very piercing. A lighter one intended for use on arrival is also useful at sea.

Ladies should have two cloth suits, several waists, one or more silk waists, and several shirt waists with necessary amounts of underclothing, etc., and if space permits, a gown for dinner and evening wear. An extra pair of shoes and a pair of rubbers should also be provided.

Those who are desirous of taking fur wraps should obtain a Custom House certificate before sailing, as otherwise duty will be levied on the return.

LADIES' LIST OF THINGS NOT TO BE FORGOTTEN.

Gowns.
Underclothing.
Bathrobe.
Bath Slippers.
Shirt Waists.
Ulsters.
Cap (not a yachting cap).
Extra Shoes, and Rubbers.
Umbrella.
Rug.
Steamer Chair Pillow.

TOILET ARTICLES.

Brush.
Hairpins.
Tooth Brush.
Tooth Powder.
Cold Cream.
Cologne.
Powder.
Pins.
Safety Pins.
Collar Buttons and Cuff Studs.
Needles and Thread.
Tape.
Buttons.
Hooks and Eyes.
Manicure Articles.
Fancy Work.
Fountain Pen.
Writing Material.
Address Book.
Hot Water Bag.

GENTLEMEN'S LIST OF THINGS NOT TO BE FORGOTTEN.

EVENING WEAR.

Dress Suit.
Dinner Coat.
White Waistcoats.
Dress Shirt.
Dress Ties.
Dress Collars.
Cuffs.
Cuff Studs.
Shirt Studs.
Patent Leather Shoes.
Opera Hat.
Silk Hat.
Cane.
Umbrella.
White Gloves.
Suspenders.

FOR STEAMER.

All papers, letters of credit, travelers' checks, visiting cards, keys, passport, medicines, etc.
Collars.
Cuffs.
Handkerchiefs.
Studs
Cuff Buttons.
Duplicate Prescriptions.
Duplicate Eyeglasses.
Duplicate Oculist's Prescriptions.
Ties.
Bow Ties.
Shirts.

Outing Shirts.
Flannel Shirts.
Suit.
Suit Underwear.
Pajamas.
Duck Pants (Southern Trips).
Hose.
Shoes.
Rubber-soled Shoes.
Bath Slippers.
Bath Robe.
Steamer Rug.
Suspenders.
Belt.
Gloves.
Cap.
Shoestrings.
Umbrella.
Cane (?).
Brush Broom.
Fountain Pen.
Paper Cutter.
Films.

TOILET REQUISITES.

Hair Brush.
Comb.
Corkscrew.
Tooth Brush.
Tooth Powder.
Mouth Wash.
Nail Brush.
Listerine or Borine.
Pocket Knife.
Shaving Soap.
Shaving Brush.
Safety Razor.
Razor.
Razor Strop.
Sponge.
Bay Rum.
Violet Water.
Lilac Water.
Talcum Powder.
Nail Clipper.
Nail File.
Medicines.
Hot Water Bag.

STEAMER TRUNKS

Trunks and packages required in the stateroom should not exceed 14 inches in height, 2 feet in width and three feet in length. In some staterooms larger trunks may be accommodated, but the intending traveler should consult the steamship company relative to the matter. A strong steamer trunk should be purchased, as they are often taken off the steamer in lots of three or four, thus racking them severely. The trunks should be kept locked while in the stateroom. Matting suitcases are recommended on account of their light weight. Heavy leather suitcases should not be carried, as their own weight is much against them to begin with. Lightweight leather satchels which have a square opening when opened up, are recommended. "Hold-alls" and shawl straps are very handy for carrying rugs, shoes, and wraps.

STEAMER RUGS

On some steamers steamer rugs can be hired from the purser at a charge of $1.00 for the voyage. It is not safe, however, to depend on getting a rug in this way unless the company acknowledges the receipt of the order in advance and states that the rug can be furnished. Rugs are very cheap abroad and make acceptable presents. Silk rugs have little warmth.

THE OCEAN ELEVATOR
First suggested by the Editor to
MINIMIZE DISCOMFORT AT SEA

CAMERAS AND FIELD GLASSES

Travelers will find a hand camera extremely useful in retaining and fixing strange sights and views on the trip abroad. Cameras are particularly useful at sea, and many of the groups which are taken are warmly treasured after the return. Films are easily carried, not likely to be broken, and can be had anywhere in Europe, while with plates it is sometimes difficult to obtain the right sizes. Usually cameras must be checked in museums,

galleries, etc. It should be remembered that in Europe, and particularly on the Continent, it is forbidden to take pictures or make sketches of fortresses, arsenals, dock-yards, etc., and the visitor should be extremely cautious in this matter as the trouble is apt to be serious. The United States Consul should be communicated with at once in case of any trouble.

A pair of marine glasses add greatly to the enjoyment of an ocean trip. It should be borne in mind that optical goods can be purchased much cheaper abroad than in the United States. Prism glasses are specially recommended.

DARK ROOM

On many trans-Atlantic steamers a photographer is carried to take groups at sea and also to develop the films and plates of passengers. The work is done at moderate rates and is a great convenience, and passengers can arrange with the photographer to obtain the use of the dark room at all reasonable times. Give moderate fee, say 50 cents for voyage.

THE PILOT BOAT "NEW YORK" OFF AMBROSE CHANNEL

CABLE RATES FROM N. Y.

The following is a very brief list of cable rates which has been compiled to interest readers of this book. The rate is for the quickest and cheapest route via ocean cables and foreign land lines. All rates are subject to change without notice, and we do not take any responsibility in regard to the figures given:

Austria, per word, 32 cents.
Belgium, per word, 25 cents.
Denmark, per word, 35 cents.
Egypt, via France, per word, 50 to 55 cents.
England, per word, 25 cents.
France, per word, 25 cents.
Germany, per word, 25 cents.
Gibraltar, per word, 43 cents.
Greece and Isles, per word, 36 cents.
Heligoland, per word, 25 cents.
Holland, per word, 25 cents.
Hungary, per word, 32 cents.
Ireland, per word, 25 cents.
Italy, per word, 31 cents.
Luxemburg, per word, 30 cents.
Malta, per word, 35 cents.
Morocco, per word, 40 to 55 cents.
Norway, per word, 35 cents.
Portugal, per word, 39 cents.
Russia, in Europe, per word, 43 cents.
Russia, in Asia, per word, 50 cents.
Scotland, per word, 25 cents.
Sicily, per word, 31 cents.

Spain, per word, 38 to 40 cents.
Sweden, per word, 38 cents.
Switzerland, per word, 30 cents.
Tunis, per word, 32 cents.
Turkey, in Asia, per word, 45 cents.
Turkey, in Europe, per word, 37 cents.
Wales, per word, 25 cents.

Messages to Turkey must not be in secret language, and messages relating to crimes of anarchists will not be translated or delivered in Portugal. Cable rates to places in the Pacific will hardly interest readers of this book, as if they have occasion to send messages they would undoubtedly send them from San Francisco. Any telegraph company will be glad to give full quotations in detail.

REGISTERED CABLE ADDRESS.

It is impossible to register every word desired by those who expect to transact business by cable, for the cable companies would soon have so much duplication of registered cable addresses that the message would be undelivered. Any cable company will on request give a registered cable address, and a message sent under this regularly issued code address used by any company will be properly delivered.*

TRAVELERS' CIPHER CODE

This code is intended for **American Express Company's** patrons, for **convenience** and **economy** in communicating **by Cable** with **their friends**, also with the Company's offices and correspondents named on pages 62 and 64.

Patrons should **register their private cable addresses** at the Company's offices and correspondents referred to above. Otherwise messages for them, sent to care of this Company, must be addressed with their **full names.**

Following is the **proper form of a Cablegram, in cipher,** "**Elagabel**" being the **private** cable address and meaning "Franklin Young."

"Elagabel Care Cicatrix, **London**—
"Fallowist Felsina"

When **translated**, the above message reads:

"Franklin Young, Care American Express Co.
"5 and 6 Haymarket, London
"All well. Have forwarded letters as requested."

*You can get *duplicate* copies of this code by writing to the American Express Co., 65 Broadway, New York. They will be sent on request without charge. It is necessary in using a cable code to have a copy in the hands of *both* sender and receiver. It is believed that this solves a difficulty which is often encountered in an economical manner. The cable code is not the worse from the fact that a copy can be obtained free for the stay-at-homes.

Additional cipher words at the end of the Code are intended for the entry of **special phrases** which travelers may find desirable to agree upon for **private use with their friends.** Care must be taken of course to see that the **same phrase is entered opposite each particular code word.**

To **avoid mistakes,** each letter of a cablegram should be **plainly written**; and in sending or receiving **cipher** messages, the code words should be **carefully checked** and **re-checked.**

Fabaraz.....**ABSENT** until
ACCIDENT. See "Health."
ACCOMMODATIONS. See "Hotels, Sailings," etc.
Fabarils.....**ACCORDING** to
Fabatorum...**ACT** according to
Fabbrico.....Act according to your instructions (from)
Fabbro.....Act as you think best
Fabella.....May I act
Fabordao ...May I act accordingly
Fabraterno...You may act accordingly
Fabrefacto...Suspend further action until I return. (See also "Instructions.")
Fabricaba....**ADDRESS** is
Fabricador....Address mail to me at....Poste Restante
Fabricaron...Your mail was sent to....Poste Restante
Fabrikherr...Address of party named is
Fabrique.....Address unknown
Fabulas.....Address will be....after
Fabulisant...Have mailed you my address
Fabulonem...My address will be....after
Fabuntur....My address for all letters and telegrams is
Faccenda....Send me address
Facchino....What is address of
Faccia.....What will be your address after (See also "Letters—Mail.")
ADVISE. (See also "Purchase, Payment.")
Facellina.....Important **ANSWER** should be here by———
Facendo.....Important you should give some answer
Facesse.....Important **I** should have answer at once
Facetabat....**ARRANGE** as you think best
Facetando....Arrange it for me
Facetas.....Arrange for my arrival
Facetely.....All arrangements are made
Faceting.....Can arrange
Faceto.....Cannot arrange
Facettes.....Can arrange as desired
Fachada.....Cannot arrange as desired
Fachearon...Cannot arrange as you wish, but can arrange as follows
Fachendon...Can you arrange?
Fachons.....Cancel arrangements
Fachtafel....**ARRIVED**: well
Fachzahn....Arrived; found all well
Facibene.....Arrived; have mailed letters
Facilely.....Arrived safely; delayed en route
Facilimo.....Arrived; all well but.... who is ill
Faciliter.....Expect to arrive at....on
Facimola....Expect to arrive at....on.... address mail care
Facingly.....Expect to leave..on or about and to arrive at..on
Facinora.....Has....arrived?

Facinus.....———has arrived
Facistol.....———has arrived and is well
Facitore.....———has arrived and is not well; nothing serious
Facitura.....———has arrived and is very ill
Fackel.....———has not arrived
Fackeltanz.....———will arrive
Facolta.....Shall arrive at....meet me (us)
Facondita....When will....arrive? (See also "Leave" and "Return.")
Facopan.....Apply to....for **AUTOMOBILE** and ship same to me at....
Facopit.....At what rate per day can you automobile?
Facopod.....Automobile has broken down
Facorad.....Automobile has broken down. Am proceeding by train to...
Facoret.....Automobile has broken down. Am returning by train
Facorim.....Can you join me for an automobile tour (date....) about... days?
Facoron.....Cost of crating will be....
Facorug.....Cost of packing, using old crate, will be....
Facosal.....Cover insurance, all risks
Facoset.....Enquire from....when automobile will be ready
Facosum.....Have you shipped my automobile? If so, how and when?
Facotas.....Please take delivery of my automobile from....and store until I instruct you further
Facotem.....When will automobile be ready for shipment?
Facoti.....**BAGGAGE** sent to **care of American Express Co's office** at...
Factionary...Baggage sent to
Factionist....Baggage sent care of
Factiosum...Baggage found and sent to
Factiotal.....Baggage lost
Factivel.....Cannot find baggage
Factorship...Deliver baggage to
Factricem....Have found baggage
Facturando...Have sent baggage as requested
Facture.....Hold baggage until further advised
Facturous....Have lost keys
Facutando...Inquire at **American Express Co's office** for baggage
Fadedly.....Keys to baggage lost; force lock
Fadeless.....Send baggage by **American Express Co.**
Fadenblume..Send baggage care of
Fadengrade..Send baggage to
Fadenkrebs..Send baggage to care of **American Express Co.'s office** at...
Faculet.....Please forward my baggage **through American Express Co.** as follows———
Fadeln.....Send keys to baggage
Faggots.....**BRING** him
Fagotage....Bring....with you
Fagotto.....Shall I bring———?
Faguina.....Do not bring him (her or them)
Faisale.....Do not bring———
Faiore.....**BUSINESS** bad
Fairden.....Business good; everything all right
Fairgeld.....Business improving
Fairgeld...How is business?
Fairist.....Important business
Fairit.....Important business prevents my leaving now

CABLE—See "Telegraph" and "Money, Funds."
Fahrmittel...**CARE of American Express Co.**
Fahrnis.....Care of
Fahrspur.....**COME** and bring
Fahrvoll.....Come and bring....and friends
Fahrzins.....Come as soon as possible
Fajan.....Come as soon as you conveniently can
Fakkels.....Come by steamer....sailing... (from)
Falacer.....Come back as soon as possible
Falacha.....Come immediately
Falangetta...Do not come today
Falangista...Do not come today; will explain by letter
Falangosi....Join me (us) at....on
Falbalas.....Accept hearty **CONGRATULATIONS**
Falcacar.....Offer congratulations
CREDIT—See "Money," also "Time."
Falcada.....**DELAY** is dangerous
Falcafort.....Delay will be explained by letter
Falcastro....Do not delay
Falcator.....Please explain delay
Falcicula.....**DEPARTURE** postponed
Falciferum...Departure postponed until
Falcinelo.....Departure postponed; will wire date I (we) leave
Falco.....Departure postponed; will write (See also "Leave" and "Sailing.")
Falcoletta....**DESIRE-S to know** where you can be met en route between now and
Falcolotto....Am very anxious to hear (about)
Falconava....Am (are) **DETAINED**
Falconine....Am (are) detained; cannot say when I (we) can leave
Falcorde.....Am (are) detained here by....
Faldella **DIED**
Faldellin Died last night
Faldetta.....Died this morning
Faldistory.....died....; notify....and ask him (her or them) for instructions
Faldworth....Arrange with **American Express Company** to send body home (See also "Health.")
Falerina.....**DO** nothing further until you hear from me
Falhado.....Do nothing further until you hear from
Falisca.....Do the best you can
Falke.....Can do no good by remaining
Falkenhof....Can do no good by remaining shall I (we) return?
Falkenrabe...Can be of service by remaining
Falkonet.....Can I (we) do anything (See also "Act.")
DRAFT—See "Money, Funds," etc.
DRESSES—See "Purchase, Payment," etc.
Fallacious....Am **ENGAGED**
Fallacy.....Will be engaged all
Fallador.....Will be engaged until
Fallanza.....**ENJOYING** ourselves and all well
Fallava.....**EVERYTHING** appears to be correct
Fallebas.....Everything in great disorder
Fallecido.....Everything satisfactorily arranged

Fallender....Do not **expect** me until ——
EXTEND—See "Time."
FAILED—See "Money, Funds," etc.
Fallevole.....Do not **FORGET**
Fallgarn.....Have you forgotten
Fallgeld.....Have not forgotten
FORWARDING—See Index
FUNDS—See Index
Falliholz.....Use **HASTE**
Fallido.....Do not use too much haste
Fallivel.....Advise me as to **HEALTH** of
Falloppa.....All in good health
Fallowist.....All well
Fallsack.....——is better
Fallsacht.....——is much better
Falltho.....——is (are) well
Falltuch.....——has recovered
Fallunt.....——has met with serious accident
Fallwild.....——has met with accident; not serious
Fallzins.....Health is good
Falobar.....Health is bad
Falotico.....How is (are)
Falripas.....—— is ill
Falsammo.....——is very ill
Falsardo.....—— is dangerously ill; come at once
Falsarono....——is ill and will remain here for the present
Falsatoris....——is about the same
Falsavate....——is worse
Falsedad.....——is very low
Falsening....——is very low; be prepared for the worst
Falsero.....——is very low; be prepared for the worst; inform
Falsism.....**HOLD** matter in abeyance until I return
(See also "Arrived.")
HOTELS—See Index.
Falsorum....**IMPORTANT** that you
Falstaff.....If anything important occurs, let me know
Faltado.....If anything important occurs, let....know
Faltar.....If anything important occurs, will let you know
(See also "Telegraphs.")
Faltaron.....**INFORM** friends
Faltenrock...Inform friends; boy; both well
Faltenzahn...Inform friends; girl; both well
Falucho.....Inform him (her or them)
Falzbank....Inform by wire
Falzbein.....Information received
Falzbock.....**INQUIRE** at **American Express Co.'s office**
Falzhobel....Inquire at
Famacido....Inquire about
Famecula....Inquire at hotel
Famgams....Inquire at post-office
Famigeret....Inquire at station
Familism....Inquire at wharf
Famine.....**INSTRUCTIONS** acted upon
Famous.....Instructions not acted upon
Famulating..Instructions received and understood
Famultatis...Instructions received but not understood
Fanabat.....Instructions received; impossible to comply
Fanabunt....Accept terms (offer)
Fanam.....Await instructions
Fanaremus...Awaiting instructions
Fanatical....**Cancel instructions**
Fanatiser....Do not accept terms (offer)
Fanatizo.....Give instructions
Fanciful.....Repeat instructions
Fanciless.....Why were my instructions not acted upon?
Fancy.....**KEEP** this strictly private
Fandango....Keep for me until I return
Faneca.....Keep me advised of your movements
Faneront.....Will keep you advised of my movements
KNOW—See Index
Fanfaluca....Cannot **LEAVE**
Fanfarone....Cannot leave today
Fangball.....Cannot leave tomorrow
Fanggeld.....Cannot leave for several days
Fanghund....Cannot leave before
Fangless.....——expects to leave
Fangosa.....Has....left?
Fangot.....Left today
Fangs.....Left yesterday
Fangstock....Has left
Fangtuch....Left on....train
Fangzahn....Left....; send it (them) at once
Fanhonho....Left....; send it (them) to
Fanino.....Left....; take care of it
Fantasme....When can you leave?
Fantassin....When do you leave?
Fantem.....Will leave
Fantesche....Will leave today
Fantibus.....Will leave tomorrow
Fantil.....Will leave by next train
Fantome.....Will leave by first train; meet me (us)
Farabi.....Will probably leave
Farabutto....Shall remain here until....and then go to
(See also "Departure," "Time," "Sailings.")
LETTERS—See Index.
Farage.....**LOST** my code; send me duplicate
Farala.....Lost my passport
Faramalla....Lost my....at the
Farandole....Lost my....in the cab; inquire at lost property office
Farbebad....Lost my....at the....; make inquiries
Farbenbild...Lost my....; what shall I do?
Farbenofen...Lost my....in cars; inquire at lost property office
(See also "Money" and "Hotels.")
Farbenrand..**LOVE** and best wishes
MAIL—See Index.
Farbensatt...**MARRIED** on the
Farbenton....——was married on the
Farbentrug...**MEET** me at
Farbenwelt...Meet me at Exposition grounds
Farbholz.....Cannot meet you as desired
Farbmalz....Cannot meet you at time mentioned, but can do so——
Farbstoff.....Meet train
Farcant.....Will meet train
Farcements..Cannot meet train
Farcilite.....Meet steamer
Farcinabit....Will meet steamer
Farcinant....Cannot meet steamer
Farcissant....Can meet....as desired
Farctum.....Will meet....as desired
Fardagem....Can meet....at
Fardamento..Can meet....at....today
Fardeler.....Can meet....at....tomorrow
Fardulfe.....Will meet....at——
Faredo.....Will meet....at....today

Farelhao.... Will meet....at....tomorrow (See also "Hotels" and "Time.")
Faretrado.... **MISSED** steamer
Farfanes..... Missed steamer; will come by next
Farforth.... Missed steamer; will not come
Farfullar..... Missed train
Farfullo.... Missed train; will come by
Fargard..... Missed train; will remain at ..tonight
Faribole..... Missed train; will remain here tonight
Farina..... Missed train; do not expect me
MONEY—See Index.
NUMBERS—See Index.
OBTAIN See "Purchase," "Payment" etc.
Farinella..... No **OPINION** either way
Faringea..... No opinion, but rather in favor
Faringitis.... No opinion, but rather against (See also "Money")
Fariolum.... **PARTICULARS** necessary before deciding
Fariscar..... Full particulars
Farmable.... Further particulars
Farmento.... Send full particulars
Farmery..... Send full particulars by mail
Farmost..... Send full particulars by telegraph
PAYMENT—See Index.
POSTPONED—See "Leave."
Farmyard.... **PREFER** that you should
PURCHASE—See Index.
RELIABLE—See Index.
Farnesim.... Shall **REMAIN** here until
Farolazo..... Shall I remain until
Farolear..... Do not remain (See also "Leave.")
Farolon..... **REPORT** at——
Farpar..... Report as soon as possible
Farragem.... Report here (See also "Reliable.")
Farraginis.... **REPLY** by mail
Farrapao..... Reply by telegraph
Farrochs..... Replies as follows
Farroma..... Why do you not reply to my telegram (of)
Farrusca..... **RETURN** at once
Farsange..... Return at once; ....is ill
Farseris.... Return at leisure
Farserunt.... Return as soon as possible; important matter requires your attention
Farsettore... All well; there is no necessity to hurry back
Farsilis..... Can return at any time
Farsola..... Can return——
Fartado.... Can return today
Fartavel..... Can return tomorrow
Farthing.... Cannot return before——
Farturam.... Cannot return before tomorrow
Fasanella.... Cannot return unless
Fascelis..... Cannot return unless you send funds
Fascicle.... May not return for few days
Fasciculo.... May not return for few days if you want me telegraph
Fasinador.... If nothing requires my attention, will not return until
Fasinate.... Nothing here requiring your return
Fasolma.... Prepare to return in case we telegraph you
SAILINGS, STEAMSHIPS, etc. —See Index.

Faselochs.... Have **SEEN**
Faserkalk.... Have seen ...and he (she or they) will do as requested
Fasern..... Have seen.....and he (she or they) decline to do as requested
Fasertorf..... Have you seen——
Fashioned.... Have not seen——
Fashionist.... **SEND by American Express Co.**
Fasmate..... Send by mail
Fassacate.... Send by telegraph
Fassband.... Send by train (See also "Purchase, Payments, and Forwarding.")
SHIPPED—SHIPPING—See Index.
SICK—See "Health."
STORAGE—See Index.
Fasterman... Accept my sincere **SYMPATHY**
Fastidious.... See....and offer my sincere sympathy (See also "Wish.")
Fastidosas.... **TELEGRAPH me care of American Express Co.**, at
Fatandolo.... Telegraph me care of——
Fatandum.... Answering your telegram in reference to ——
Fatassimo.... Please reply by cable (telegraph) at my expense
Fatatura..... Telegraph amount
Fatebor..... Telegraph amount needed
Fatefully..... Telegraph when you leave
Fateri..... Telegraph when you will
Fatherland... Telegraph as follows
Fatherly..... Await my further telegram
Fathom..... Before telegram was sent had ——
Fathoming... Cancel my message about——
Fathomless... Cannot understand your telegram
Faricando.... Cannot understand your telegram; repeat in plain language
Faticavate.... Cannot understand the....word in your telegram; please repeat
Faticino.... word in my telegram is——
Faticosa Do not telegraph me until you have seen——
Fatifer.... Have not received your telegram of ——
Fatigabat.... If any telegrams for undersigned, please repeat at my (our) expense to the following address——

(NOTE.—The above phrase is available with offices of AMERICAN EXPRESS CO. only by petrons who have previously arranged with the Company's Agents to forward their telegrams.)

Fatigador.... Keep me informed by telegraph
Fatigarent... Received your telegram of——
Fatigatam.... Received your telegram of.... and will act accordingly
Fatigosas.... Received your telegram of.... and cannot act as requested
Fatilegi..... Referring to your telegram of
Fatimite..... Referring to my telegram of
Fatiscas..... Repeat this message to——
Fatiscet..... Refer to my telegram of——
Fativel..... The remainder of this telegram is in Lieber's Code. **American Express Co.**, New York, Boston, Chicago and European offices hold copy. Apply to them for translation.

Fatoris.....Your telegram is received and understood
Fatras.....You can reach me by telegraph at
(See also "Letters," "Money," "Purchase.")
TERMS—See "Instructions."
TIME—See Index.
Fatsoen.....Do you **UNDERSTAND?**
Fattore.....I (we) understand (that)
Fattrice.....I (we) do not understand
Fatucli.....**UNITED STATES CONSUL** (at)
WELL.—See "Health."
Favagello....**WHAT** is (are) the
Favea.....**WISH** you a Merry Christmas
Favelle.....Wish you a Happy New Year
Faveliero....Wish you many happy returns of the day
Faventat.....Best wishes on the occasion of your
Faventem....Do you wish me to
(See also "Sympathy.")

HOTEL ACCOMMODATIONS, ETC.

Faventis.....Can you get **accommodations?**
Faverella....Can get accommodations
Faverolle....Can you reserve one single room for me? Am due to arrive——
Favillis.....Can you reserve one double room for me? Am due to arrive
Favinha.....Can you reserve the rooms mentioned below for the number of persons stated, dating from the following time——
Favisoris.....Cannot accept the accommodations offered
Favolo.....Cannot get accommodations
Favorado....Cannot secure accommodations (at)
Favoravel....Engagements will not permit of reserving..room-s for you as requested
Favorisant...Have secured accommodations (at)
Favorite.....Please reserve one single room for me. Am due to arrive
Favorosa.....Please reserve one double room for me. Am due to arrive
Favubat.....Please reserve one single room and bath. Am due to arrive——
Favubol.....Please reserve one double room and bath. Am due to arrive——
Favule.....Please reserve the rooms mentioned below for the number of persons stated, dating from the following time——
Faxim.....Please secure hotel accommodations for....persons
Fazanten....Shall be able to reserve room-s for you as requested
Fazzolet.....What other accommodations are open
Fealty.....Will accept the accommodations offered
Fearless.....Will get accommodations
Feastfull.....Please search room-s I occupied for the following articles and if found forward by **American Express Co.** to the following address——
Feathers...Please **send a porter** with badge or cap bearing the name of ....hotel to meet me (or us) on arrival of the following train or steamer
Feazing.....If the following named person is at....hotel please request him (or her) to advise me by telegram at the following address——

LETTERS—MAIL.

Felpa.....Apply at **American Express Co.'s office** for letter-s
Felpilla.....Apply at....office for letter-s
Felsblock....All letters up to date have been sent
Felsenbahn...Anything the matter? No letters or telegrams received
Felsenbett....Await my (our) letter-s (of)
Felsengrab...Before letter was received had
Felsenhart...Did you receive my letter-s of——?
Felsenlage...Do not forward any letter until you hear from me again
Felsenlast....Do not forward any letter after
Felsenzahn...Forward letters and telegrams **care of American Express Co.**, at
Felsgebirg....Forward mail and telegrams
Felsgnat.....Forward mail and telegrams to
Felshorn.....Forward mail and telegrams care of
Felsina.....Have forwarded letters as requested
Felskamm...Have not forwarded letter-s as requested
Felskluft.....Have not forwarded letters as requested, but will do so at once
Felskopf.....Have letter-s for you
Felsrinne....Have letter-s for you; where shall it (they) be sent?
Felsspalte...Have letter-s from
Felsstock....Have letter-s for you from....; shall it (they) be forwarded?
Felsthal.....Have received no letter from you since
Felstone.....Have obtained letter-s from post-office and have forwarded it (them)
Felswand....Have written you fully concerning
Felters.....Have you any letter-s for me?
Feltmaker....Have you any letter-s for me? If so forward to
Feltrar.....Have you received any letter from——
Feltrarlo.....Have not received your letter (of)
Feltrinos....Have you any registered letter-s for me?
Feltro.....Have you any registered letter-s for me? If so, forward to
Feltrollo....Have you forwarded letter-s as requested?
Felugem.....Hold letter-s
Femeaco....Last letter received from you is dated
Femelaars...Letter posted to-day should be directed to
Femellarum..Letter received without enclosure; please investigate
Femelle.....No letter-s at post-office; have inquired
Femellis.....Please advise me fully at the following address——

Femelot.....Received your letter of—
Femeniles....Received your letter of . ; and will act as requested
Femeninas...Received your letter of . ; cannot do as requested
Femenino....Where will letter reach you?
Fementida...Where will letter reach you? have important communication
Feminabit....Where will letter reach you if mailed to-day?
Feminacy....Why do you not reply to my letter of——?
Feminalis....Wrote you
Feminantem..Wrote you to
Feminarent..Wrote you care of
Feminela...Wrote you last on the——.
Feminidade..Wrote you by last mail (See also "Address" and "Telegraph.")

MONEY, FUNDS, CREDIT, ETC.

Feminil.....**American Express Co.'s Foreign Draft-s**
Femininely...**American Express Co.'s Travelers Cheques**
Feminism....**American Express Co.'s Travelers Letter of Credit**
Feminize.....**American Express Co.'s Commercial Letter of Credit**
Femme.....Am in need of funds; please remit **American Express Co.'s Travelers Cheques** (for $....)
Femminella..Am in need of funds; please send at once **American Express Co.'s Foreign Draft** (for $...)
Femminetta..Am in need of funds; please **remit** at once **by cable** through **American Express Co.** at—— ($....)
Femminino...Arrange to have bank either mail draft or **telegraph to Treasurer American Express Co., 65 Broadway, New York,** with instructions to cable the amount following **care American Express Co.** at
Femminona..Arrange to have **American Express Co. CABLE** instructions to deliver to me **Travelers Cheques** for the following amount in dollars at the following city or address ($...) (city or address..)
Femminuzza.Arrange to have **American Express Co. MAIL** instructions to deliver to me **Travelers Cheques** for the following amount in dollars at the following city or address ($....) (city or address....)
Femoral.....Arrange with **American Express Co.** for issue of **Travelers Letter of Credit**
Femorales...Cable funds through **American Express Co.** at——
Femore...Cable funds through **American Express Co., 65 Broadway, New York** (if no agent of that Company at your place)
Femur...Cable $.... through **American Express Co.** at——
Fenary...Cable $....through **American Express Co., 65 Broadway, New York** (if no agent of that Company at your place)
Fenchel.....Carry your funds in **American Express Co.'s Travelers Cheques**
Fendendo....**Deposit** the amount of ($...) to my credit with **American Express Co.**
Fendendoli...Deposit the amount of ($....) to my credit with——
Fenderemo...Have **Cabled** funds as requested
Fenderent....Have cabled $.... through **American Express Co.**
Fendesse.....Have mailed you **American Express Co.'s Foreign Draft**
Fendevate....Have mailed you **American Express Co.'s Travelers Cheques** for $ . . (addressed to....)
Fendicis.....Have received on your account $ . . . (from....); instruct me as to disposal
Fendille.....Have arranged for additional supply of **American Express Co.'s Travelers Cheques** to be delivered by
Fendinha....Please open **credit** in my name with **American Express Co.** at . Wire me when it is opened, giving amount
Fenditore....Have **lost my Travelers Cheques** numbered....to...; amount-s . . .; stop payment until further advised
Fenecida.....Have **lost my Circular Letter of Credit** numbered . . .; stop payment until further advised
Fenerandi....Please **remit**
Fenerandum..**Purchase for my account**.... shares of....stock
Fenerata.....Purchase for my account.... bonds of
Fenerates....**Sell** for my account....shares of....stock
Fenestravi...Sell for my account....bonds of
Fengeld.....SEND money
Fenicaro.....Send money by **American Express Co.**
Fenigmo.....Send me all money now to my credit with you
Fenisector...**Settlement** has been effected
Fenmen.....Make best settlement possible
Fennel.....**Telegraph** funds through **American Express Co.**
Fennish.....The **price** has fallen to (....); do your instructions still hold good? Wire
Fenowed.....The price has advanced to (....): do your instructions still hold good? Wire
Fenster.....Is (are) **reliable**
Fensterlen...Am informed that.... has failed
Ferbebunt....Am informed that....has failed. Is this true?
Ferbescis.....Avoid the person or firm you inquire about
Fercullo.....Do not think well of——
Ferdwit.....Consider him (them) good
Ferebant.....Consider him (them) good for a reasonable sum
Ferentis.....Consider him (them) good for any amount
Feretory.....What do you know?
Feretra.....Do not know him (them)
Ferge.....Prefer not to express any opinion
Ferhad.....Party (parties) named is (are) favorably regarded

Fericula.....Party (parties) named is (are) favorably regarded but means are unknown to us
Ferinely.....Party (parties) named is (are) not favorably regarded
Ferinita.....Is there any truth in report about
Feristo.....Unfavorable rumors about
Feritade.....The rumor is without foundation
(See also "Time.")

AMOUNTS NUMBERS.

Feritarent	1/8	**Festtracht**	52
Feritcart	1/4	**Festucine**	53
Feritela	3/8	**Festung**	54
Ferithen	1/2	**Festzug**	55
Feritman	5/8	**Fetabo**	56
Feritont	3/4	**Fetabunt**	57
Feritplace	7/8	**Fetamus**	58
Feritrice	1	**Fetarent**	59
Ferlet	2	**Fetaveris**	60
Fermanza	3	**Fetched**	61
Fermata	4	**Fetching**	62
Fermentado	5	**Fetiches**	63
Fermerous	6	**Fetidorum**	64
Fermillet	7	**Fetificet**	65
Fermons	8	**Fetlock**	66
Fernblick	9	**Fetlocked**	67
Fernglas	10	**Fetor**	68
Fernshaw	11	**Fetosum**	69
Fernsicht	12	**Fettbol**	70
Feronia	13	**Fettering**	71
Ferrante	14	**Fetterlock**	72
Ferrigno	15	**Feugar**	73
Ferrugo	16	**Feugrund**	74
Fertig	17	**Feukohle**	75
Ferulago	18	**Feutlore**	76
Feruling	19	**Feutolina**	77
Ferulstab	20	**Feuzacht**	78
Ferverent	21	**Feuzza**	79
Fervidity	22	**Feuzzati**	80
Ferville	23	**Fiabratum**	81
Fescelle	24	**Fiaswah**	82
Fescina	25	**Feverwort**	83
Fesels	26	**Fewness**	84
Feseln	27	**Fib**	85
Fessitude	28	**Fib knabe**	86
Festally	29	**Fiacho**	87
Festasti	30	**Fiblabunt**	88
Festbacher	31	**Fiblamus**	89
Festchor	32	**Fiblandum**	90
Festevole	33	**Fiblant**	91
Festgeber	34	**Fiblarent**	92
Festgesell	35	**Fibras**	93
Festichino	36	**Fibratorum**	94
Festin	37	**Fibratum**	95
Festinetis	38	**Fibreless**	96
Festival	39	**Fibrenus**	97
Festive	40	**Fibril**	98
Festivum	41	**Fibrille**	99
Festland	42	**Fibrillose**	100
Festmahl	43	**Fibrinous**	200
Festmorgen	44	**Fibrolithe**	300
Festmuth	45	**Fibrome**	400
Festosetto	46	**Fibula**	500
Festpokal	47	**Fibulabat**	600
Festrock	48	**Fibulatam**	700
Festsaal	49	**Fibulis**	800
Feststadt	50	**Ficatum**	900
Festthaler	51	**Ficcarlo**	1000

Ficcollo.....Dollars
Fichant.....Hundred Dollars
Ficheron.....Thousand Dollars
Fickle.....Pounds Sterling
Fictive.....Hundred Pounds Sterling
Fida gal.....Thousand Pounds Sterling
Fidamen.....Francs
Fidarle.....Hundred Francs
Fiddlest.....Thousand Francs
Fidecula.....Marks
Fideela.....Hundred Marks
Fidelidad.....Thousand Marks
Fidelity.....Lire
Fidentem.....Hundred Lire
Fidget.....Thousand Lire
Fidgetal.....Kroner
Fidgetant.....Hundred Kroner
Fidgetate.....Thousand Kroner
Fidgetbat.....Guilders
Fidgetboz.....Hundred Guilders
Fidgetbun.....Thousand Guilders
Fidgetcan.....Kronen
Fidgetdab.....Hundred Kronen
Fidgetdel.....Thousand Kronen
Fidgetdim.....Rubles
Fidgetdon.....Hundred Rubles
Fidgetdus.....Thousand Rubles

PURCHASE, PAYMENT AND FORWARDING OF GOODS, ETC.

Finctores....Have executed your **commission-s** through **American Express Co.**
Findable.....Please **advise**....that goods
Findoar.....**Bootmaker** will have goods ready
Findebant....Bootmaker will not have goods ready (till)
Findelkind...Please pay all **charges** and debit me (us)
Findest.....Please **collect** goods as specified
Finedraw....Charge for **collecting** will be
Finestill.....Please advise cost of forwarding goods herein specified (to)
Finestuff.....Will endeavor to ascertain cause of **delay**
Finger.....Please advise....that goods ordered by me (us) must be **delivered** by
Fingermal....Please advise....at....that unless goods are **delivered** by.... will not accept them
Fingertuch...Goods **detained** at Customs
Finical.....**Dresses** received; will forward immediately
Finify.....Do not pay **dressmaker's bill** unless goods are delivered by
Finir.....Have forwarded **dresses**
Finitely.....If you can get our dresses from dressmaker and forward to us here before we sail, pay for them; otherwise do not receive them
Finitivo.....Please advise our dressmaker ... that our dresses must be finished by....otherwise too late
Finitura.....Please advise our dressmaker at following address that goods must be delivered by ....or cannot accept
Finkengeld...**Forward goods by American Express Co.**
Finkenzug...Forward by **American Express Co.**
Finlike.....Forward goods to care of
Finnen.....Forward goods so as to reach here by

Firnnikin.....Cost of forwarding will be
Firnora.....Do not forward my goods
Firntamente...Have forwarded goods by
Fircus.....Have forwarded your goods to
Fireballs.....Have you forwarded?
Firebill.....Have only received....; is this all you forwarded?
Fireboard....Please ascertain and advise me by telegraph date of shipment, name of forwarder and route sent, and to whom and place consigned, of the following described article-s in custody of (or to be shipped by) on or about
Firebox.....The shipment referred to in your telegram was (or will be) forwarded from here
Firebrick....**Milliner** says will have goods ready by
Fireclay.....Milliner says cannot complete order till
Firedamp...Cannot **obtain** goods
Firefly.....Cannot obtain goods till....; what shall we do?
Firehook...Have obtained goods, please advise address to send them to
Firepan.....Please obtain from....and forward to me here by **American Express Co.**
Fireplug.....Please obtain from....and forward to me here
Fireship.....Will not be **ready** till
Fireside.....Please advise if goods have **reached** you
Firestick....The goods advised as sent have not reached here; have you forwarded——?
Fireswab.....Have my goods been **placed on board** (the)——?
Fireward.....Your goods have been duly placed on board
Firewood....Goods **shipped** as directed
Firework...Have you anything in **storage** for me?
Firkin.....Have in store for you the following package-s
Firmamen.....Have nothing in **storage** for you
Firmandum.**Tailor** says clothes will be finished on
Firmary.....Tailor says clothes will not be finished till
Firmatrix...Have found **trace** of your goods
Firmezas.....Have not found trace of your goods

RAILWAY TICKETS, ETC.

Firmgan.....Reserve **first**-class seat-s per ....train....(date) to....; will call and obtain tickets
Firmgor.....Reserve **second**-class seat-s per ....train....(date) to....; will call and obtain tickets
Firmgum.....Reserve **third**-class seat-s per ....train....(date) to....; will call and obtain tickets
Firmhar.....Reserve sleeper berth-s per train....(date) to....; will call and obtain tickets
Firmhet.....Secure tickets through **American Express Company**, via....
Firmhid.....Send full particulars per first mail of fares, time, etc., to....
Firmiana.....Book your passage through **American Express Co.**

SAILINGS, STEAMSHIPS, RAILWAYS, ETC.

Firmicus.....Consult **American Express Co.** and secure accommodations through them
Firmidao.....Expect to be in....on or about
Firmitude....Expect to be in your city on or about
Firmpathe.....Expect to be in the place referred to on or about
Firnstoss.....Expect to leave (....) on or about....; and to arrive at on
Firnwasser.....Have engaged passage on steamer....sailing
Firsthood.....Have engaged passage on steamer....sailing.... Arrange to travel on same steamer if possible
Fiscalin.....If possible, wire name of steamer and port at which you disembark
Fiscella.....Left on....steamer
Fischangel...No accommodations to be had on....(sailing)
Fischbank....Passenger on board steamer——
Fischdarm...Please have one of your staff meet me (us) on Landing Stage on arrival of steamer
Fischgabel...Please send one of your staff to meet Mr...., passenger per steamer——
Fischholz....Please send one of your staff to meet Mrs...., passenger per steamer——
Fischkelle....Please send one of your staff to meet Miss...., passenger per steamer——
Fischlager...Please send one of your staff to meet Mr. and Mrs....., passengers per steamer——
Fischmarkt...Please send one of your staff to meet Mr.... and family, passengers per steamer——
Fischrogen...Please secure stateroom on.... (sailing)
Fischtag.....Have secured stateroom on.... (sailing)
Fischtrog....Reserve accommodations for me (us) on steamer...., sailing ....and forward particulars to the following address——
Fischwirth...Reserve accommodations as follows on steamer....sailing——
Fiscinis.....Shall sail by——
Fisdur.....Shall sail by...., leaving
Fisgado.....Wish you a pleasant voyage
Fisgar.....When do you sail?
Fisgona.....Will leave by steamer
Fishbasket...Will leave by steamer....; expect to arrive
(See also "Leave" and "Missed.")

STEAMSHIP LINES.

Fishbeam....Steamer of
Fishblock....Allan
Fishdam.....American
Fisherboat...Anchor S. S.
Fisherman...Atlantic Transport Co.
Fishfag.....Atlas
Fishfins.....Austro-Americana

Fishflek.....Canadian Pac. Ry. Co.'s Atlantic S. S. Lines
Fishfowl.....Clyde
Fishful.....Compagnie Générale Transatlantique (French Line)
Fishgigs.....Cunard S. S.
Fishglue.....Dominion
Fishknife.....Fabre
Fishlamb.....Great Northern S. S. Co.
Fishlike.....Hamburg-American
Fishmarket...Holland-America S. S. Co
Fishmaw.....(Same as **Fishdam**)
Fishmaze.....Lamport & Holt
Fishmazot...La Veloce
Fishmeal.....Leyland
Fishment.....Lloyd Italiano
Fishmill.....Lloyd Sabaudo
Fishmonger..Messageries Maritimes
Fishnail.....Munson S. S.
Fishnote.....Navigazione Generale Italiana
Fishplate.....N. Y. & Cuba Mail S. S. Co
Fishpond.....N. Y. & Porto Rico S. S. Co.
Fishpool.....Nippon Yusen Kaisha
Fishpot.....North German Lloyd S. S.
Fishwife.....Occidental & Oriental
Fishwoman..Oceanic (Am. & Australian Line)
Fisicando....Orient
Fisketh.....Pacific Coast
Fismoll.....Pacific Mail
Fisocele.....Panama R. R. Line of Steamers
Fisode.....P. & O. S. S. Co.
Fisofolo.....Prince
Fisonco.....Quebec S. S. Co.
Fispel.....Red Cross
Fissarla.....Red "D"
Fissata.....Red Star
Fissavate.....Royal Dutch West India
Fisserantro...Royal Mail Steam Packet Co.
Fisseremo....Scandinavian-American
Fissesti.....Union Castle, to South Africa
Fisseza.....United Fruit Co.
Fissipede.....White Star
Fissofora.....Wilson

TIME, CALENDAR, ETC.

Fissolto.....Any time
Fissure.....Arrived on time
Fistellam....As long as possible
Fistelton.....As soon as possible
Fistolosa.....At what time
Fistucet.....Can arrive in time
Fitful.....Cannot arrive in time
Fitinha.....Can you extend?
Fitness.....Can you extend time?
Fitogeno.....Can you extend time to——?
Fitolaga.....Cannot extend time without great inconvenience
Fittingly.....Here in time
Fivelar.....Must be here in time for——
Fixable.....Must be there in time for
Fixant.....Should time and circumstances permit——
Fixedly.....The best time
Fixidade.....Time of arrival is
Fixing.....Time of leaving is
Fixiste.....Time the steamer sails
Flabant.....Time the train leaves
Flabile.....Time is your own, therefore do not worry
Flabrum.....We will extend
Flaccidity....We will extend time to
Flaccilla.....Will be in time
Flacher.....Will not be in time
Flachland.....You are taking too much time
Flachsader....You are not taking enough time

Day of Mo. JANUARY		Day of Mo. MARCH	
	Flachwurf		Flemish
1	Flacon	1	Flemmone
2	Fladen	2	Flensed
3	Flagelador	3	Flensing
4	Flagellant	4	Flenzen
5	Flagitabit	5	Fleshly
6	Flagitator	6	Fleshpot
7	Flagorner	7	Flessore
8	Flagrance	8	Fletando
9	Flagrantly	9	Fletchers
10	Flagration	10	Fletomo
11	Flagrifer	11	Fletser
12	Flagro	12	Flevonem
13	Flagstaff	13	Flibot
14	Flamand	14	Flicker
15	Flamboyant	15	Flickwort
16	Flameless.	16	Fligebant
17	Flamette	17	Fligentem
18	Flaminale	18	Fligerent
19	Flamingo	19	Flimsily
20	Flaminical	20	Flintglas
21	Flammable	21	Flippant
22	Flammard	22	Flirtation
23	Flammation	23	Flispern
24	Flammeo	24	Flittene
25	Flammidum	25	Flitters
26	Flammofen	26	Floated
27	Flamy	27	Flocado
28	Flanconada	28	Floccida
29	Flanged	29	Flocculent
30	Flankard	30	Flocked
31	Flant	31	Flockiger

Day of Mo. FEBRUARY		Day of Mo. APRIL	
	Flapjack		Flodden
1	Flapping	1	Flogite
2	Flarent.	2	Flogosis
3	Flashily	3	Flohbiss
4	Flashlight	4	Flohstich
5	Flassade	5	Flomide
6	Flatlong	6	Flooded
7	Flatly	7	Flooding
8	Flatter	8	Floors
9	Flattering	9	Florally
10	Flaturale	10	Florant
11	Flatwise	11	Florbinde
12	Flavedo	12	Florebunt
13	Flavimus	13	Florendo
14	Flavona	14	Florescit
15	Flawless	15	Floresta
16	Flaxseed	16	Floretten
17	Flebotomo	17	Floribus
18	Fleche	18	Florigeras
19	Flechten	19	Florinha
20	Fleck	20	Florkappe
21	Flectamus	21	Floroon
22	Flecterent	22	Flortuch
23	Flector	23	Florula
24	Fledern	24	Floscupo
25	Fleecing	25	Floskel
26	Flegel	26	Flossholz
27	Flegelhaft	27	Flosswerk
28	Flehend	28	Flotantes
29	Fleming	29	Flotation
		30	Flotsam

DAY of Mo. MAY

Flott
1 Flottage
2 Fottons
3 Flowerage
4 Flowerful
5 Flowerless
6 Flowing
7 Fluently
8 Fluffy
9 Flughafer
10 Flugritt
11 Flugs
12 Fluhband
13 Flussab
14 Flussbad
15 Flusshafen
16 Flusskarte
17 Flussname
18 Flussring
19 Flussthal
20 Flustra
21 Flutabat
22 Flutant
23 Flutenist
24 Fluthen
25 Fluthig
26 Flutiste
27 Flyblow
28 Flyfish
29 Focador
30 Focena
31 Focile

Day of Mo. JUNE

Focinhada
1 Fodandam
2 Fodandis
3 Foddered
4 Foderata
5 Fodicant
6 Fodicet
7 Foeman
8 Fofos
9 Fogalla
10 Fogaril
11 Fogbank
12 Foggily
13 Fogones
14 Fohlenhof
15 Foldnet
16 Folganca
17 Folgekarte
18 Folgerede
19 Folgern
20 Folgestern
Folglich
Folgorato
Folgoro
Folhagem
Folhento
Foliculo
Folioter
Folklore
Folkright
Ollasti

Day of Mo. JULY

Follentem
1 Folletage
2 Folleto
3 Folliant
4 Folliful
5 Follow
6 Folter
7 Folterbett
8 Folterten
9 Fomentaban
10 Fomentato
11 Fomitem
12 Foncage
13 Fondava
14 Fondello
15 Fondime
16 Fondness
17 Fondsen
18 Fonebol
19 Fongible
20 Fonico
21 Fonkelde
22 Fonolite
23 Fontalis
24 Fontange
25 Fonticola
26 Fonticule
27 Fontinal
28 Fonto
29 Foodful
30 Foolscap
31 Football

Day of Mo. AUGUST

Footboy
1 Footcloth
2 Footfalls
3 Footpaths
4 Footway
5 Foppen
6 Foraged
7 Foramello
8 Forandi
9 Forasmuch
10 Foratum
11 Forborne
12 Forbotto
13 Forbye
14 Forcant
15 Forceful
16 Forcipated
17 Forclore
18 Forclusion
19 Forcuto
20 Fordern
21 Forebrace
22 Forefront
23 Foreground
24 Forehorse
25 Foreknow
26 Forellen
27 Foremasts
28 Foremost
29 Forename
30 Forensic
31 Foresay

Day of Mo. SEPTEMBER

Foreslack
1 Forespoken
2 Forestick
3 Forewish
4 Forfang
5 Forfending
6 Forfora
7 Forge
8 Forillo
9 Forkless
10 Forlane
11 Forlipon
12 Forlornly
13 Formabit
14 Formage
15 Formante
16 Formaster
17 Formband
18 Formella
19 Formend
20 Formful
21 Formica
22 Formidator
23 Formidine
24 Formiste
25 Formola
26 Formosam
27 Formsand
28 Formy
29 Fornacino
30 Fornada

Day of Mo. OCTOBER

Fornello
1 Fornice
2 Forosella
3 Forrabas
4 Forragem
5 Forrays
6 Forschen
7 Forsenno
8 Forstamt
9 Forstherr
10 Forstung
11 Forsworn
12 Fortan
13 Fortfall
14 Fortgang
15 Fortgelebt
16 Forthin
17 Forthright
18 Forthward
19 Fortify
20 Fortilage
21 Fortlet
22 Fortnight
23 Fortsatz
24 Fortsoben
25 Fortune
26 Fortwogen
27 Foruli
28 Forwaked
29 Forwardly
30 Forweep
31 Forzava

Day of Mo. NOVEMBER

Fosca
1 Fosfato
2 Fosforana
3 Fosforo
4 Fosgeno
5 Fossage
6 Fossar
7 Fossick
8 Fossimo
9 Fossipede
10 Fossulate
11 Fostership
12 Fotmal
13 Fotofobo
14 Fotografa
15 Fotorum
16 Fotsa
17 Fovela
18 Fovilla
19 Foxlike
20 Foxtrot
21 Fracasar
22 Fracentem
23 Frachten
24 Fracida
25 Frack
26 Fractore
27 Fragatao
28 Frage
29 Fragelle
30 Fragewort

Day of Mo DECEMBER

Fraglich
1 Fragola
2 Fragor
3 Fragrant
4 Fragranza
5 Fragsucht
6 Fragten
7 Frailness
8 Fralda
9 Framable
10 Framengo
11 Franando
12 Franavano
13 Francarlo
14 Francisca
15 Francolin
16 Francotes
17 Frangalho
18 Frangible
19 Frangiona
20 Frangollar
21 Frankatur
22 Franken
23 Franklino
24 Frankly
25 Fransch
26 Frapler
27 Frapling
28 Frappola
29 Frascola
30 Frasera
31 Frastorna

Frattanto	1905
Frattura	1906
Frattuso	1907
Fraturat	1908
Fraturol	1909
Fratutop	1910
Frad	
Fredame	
Freddata	
Fredegar	
Fredonne	
Freehold	
Freeness	
Freewill	
Fregammo	
Fregate	
Fregatten	
Fregerat	
Fremder	
Fremdwort	
Fremere	
Fremeva	
Fremito	
Frenandi	
Frenarli	

There is also an excellent telegraph and cable code, issued by Brentano's, New York City. The expense is $1.00. There are 328 pages filled with code words, enough to fulfil all the ordinary and extraordinary conditions with which travelers might be confronted. For those who wish to purchase a more extensive code, we can recommend this one.

The North German Lloyd also issues a passenger's cable code, which is also recommended. Before starting on a trip, the traveler should see that the friend left at home has a copy of the book.

TELEGRAPH AND CABLE INFORMATION

THE PREPARATION OF DOMESTIC TELEGRAPH MESSAGES

A message to be transmitted by telegraph should be written upon the blank provided by the Telegraph Company for that purpose; or it should be attached to such blank by the sender, or by the one presenting the message as the sender's agent, so as to leave the printed heading in full view above the written message.

Write the whole message, date, address, body and signature as clearly as possible. Avoid changes, corrections and unusual abbreviations. Figures, counted and charged for at the rate of one word for each, may be used, but words to represent them are less liable to cause error.

Addresses are not charged for, therefore they should be full and clear and written so as to be easily understood. If the person addressed is known to be at a considerable distance from the office, or in some locality where the services of a special messenger may be required to reach him, this fact should be made known to the Telegraph Company. By such notice a quicker transmission and delivery of the message may be often effected.

If the sender's address is not known to the Telegraph Company, it should be written on the back or at the bottom of the blank. This will enable the Telegraph Company to reach him either for a reply, should one be received or for any possible question which might arise in reference to the transmission or delivery of his message.

Rules for counting messages, which will completely cover all the usual and unusual words, abbreviations and combinations used in telegraph messages, cannot be given here. A charge is made for the first ten words or less, and a reduced rate for each word over ten. The address and signature are not charged for.

Messages to be sent at night and delivered the following morning are, except in a few cases, accepted at reduced rates.

PREPARATION OF CABLE MESSAGES

The rules which apply to the counting, transmission and treatment of messages to and from all of the foreign countries named in following pages are those which apply to International cable messages throughout the World.

The sender is responsible for an incorrect or insufficient address. Corrections and alterations can only be made by another message which must be paid for.

No message can be accepted (except at "Sender's Risk") when addressed to the care of a registered address unless the words "care" or "care of," or their equivalent, be placed between the addressee's name, or designation, and the registered address; thus, a message for Meyer, Berlin, to be delivered to the registered address "Dervish, Berlin," should be addressed "Meyer, care (or 'care of') Dervish, Berlin."

All words, except those of the date, are counted and charged for.

In the address the name of "*place to*" and the name of the territorial division of the country in which the "*place to*" is situated are each counted as one word without regard to number of letters they contain.

In messages in plain language the maximum length of a word is fixed at fifteen letters.

In messages partly or wholly in code the maximum length of a word is fixed at ten letters.

Combinations or alterations of words contrary to ordinary usage are not admitted.

Groups of letters (in private messages) not forming words, and not used as trade-marks, are not allowed. *The authorities of Europe and beyond reserve to themselves the right of refusing the delivery of telegrams containing combinations contrary to the use of the language in which they are written, unless the insufficient charges are first paid by the addressees.*

Letters forming commercial signs or trade-marks are charged same as figures.

Groups of figures are charged for at the rate of one word for each five or fraction thereof.

Decimal points, commas and bars of division, used in the formation of numbers, are each counted as a figure.

Letters and figures must be counted separately. Example, A 5 C counts as three words.

Signs of punctuation, hyphens and apostrophes are neither counted nor sent.

No claim for refund of tolls on messages exchanged directly between receivers and senders, to obtain corrections, will be entertained. Applications for an official repetition of any word or words in doubt should be made to the office of delivery.

Registration of addresses at places on the continent of Europe or beyond can be made only by the parties to whom messages are to be delivered.

SENDING CABLEGRAMS ON LANDING

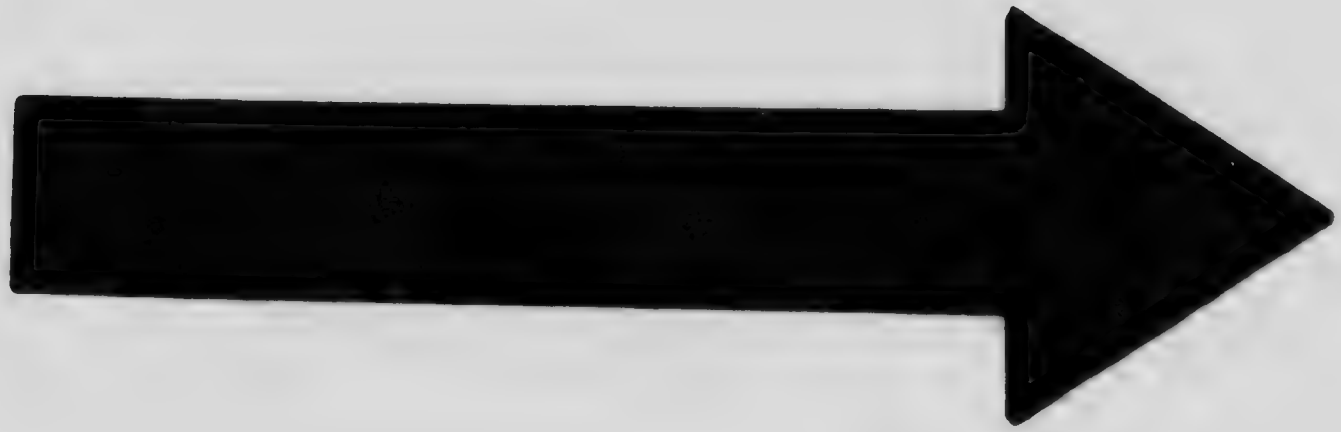
Immediately on landing the traveler can avail himself of the opportunity to send cablegrams. A registered cable address should be left at home in order to save expense, for every word is charged for. Usually, abroad, the amount of the fee paid must be indicated by postage stamps attached to the telegram. Sometimes a receipt for the charges is furnished for a small fee of, say, four cents of our money. Cable blanks will be found on all the steamers and at all the landings. Great care should be taken to count the words and see that there is no overcharge in sending these cablegrams. Be sure to count your change; this is particularly necessary at these cable and telegraph offices where the volume of business is so great.

MONEY BY TELEGRAPH

All telegraph companies accept orders, both domestic and foreign, for immediate transfer of money by telegraph and cable. It is sometimes imperative to obtain large or small sums at the shortest possible moment, certainly within twenty-four hours. Formerly this branch of the business was in the hands of bankers, but now the cable companies and telegraph companies are able to pay money in places all over the world. The organization of telegraph and cable companies is a most complicated one, and there are many factors which control the rates. In general it may be stated that money can be sent anywhere in the United States at a premium of one per cent., minimum charge twenty-five cents, plus the telegraph tolls for a ten-word message. For money sent abroad the premium is one per cent. with the minimum charge of fifty cents, plus of course the cable tolls, which will vary with the length of address, etc. Fullest possible information can be obtained at any telegraph office where a special tariff book of some 250 pages may be consulted. For some countries, such as those in Central and South America, the expense is much greater than we have noted.

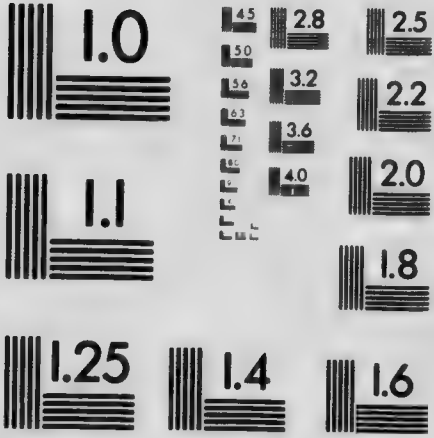
The British Postmaster-General has entered into an agreement with the Western Union Telegraph Company for an exchange through that company so they will telegraph money-orders between the United Kingdom on the one hand and Canada and the United States on the other after January 1, 1910. The largest amount for which a single money-order may be issued in the United Kingdom will be £40 sterling, but for orders issued in the United States and Canada for payment in the United Kingdom the largest amount will be £41 1s. 4d., which is the equivalent of $200.

Cable Notes. Plain messages, that is to say, messages which are neither in code nor cipher, may be written in any language that can be expressed in Roman letters. In such messages, each word of 15 letters or less is counted as a word. Words of over 15 letters are counted at the rate of 15 letters or fractions of 15 letters to a word. Code messages may contain words belonging to one or more of the following languages: English, French, German, Italian, Dutch, Portuguese, Spanish and Latin. The use of words from other languages is not allowed. Code messages may also contain the following words, that is to say, groups of letters so combined as to be pronounceable in at least one of the eight languages which have been admitted. In code messages, each code word, whether real or artificial, of 10 letters or less, is counted as a word, and no code word of more than 10 letters can be accepted. If any words in plain language of more than 10 letters each are used in code messages, they should be counted at the rate of 10 letters or fraction of 10 letters to a word. In cipher messages, which may be composed of groups of figures or groups of letters, the groups are counted at the rate of 5 figures or letters, or fractions thereof, to a word. It should be remembered that in cabling, every isolated character, figure or letter counts as a word. Hyphens and apostrophes are also counted. Signs of punctuation are not counted or sent unless they are formally demanded by the sender, in which case they will be charged for as one word. The letters "ch" coming together in the spelling of a word are counted as one letter. In artificial words, however, the combination is



MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



APPLIED IMAGE Inc
1653 East Main Street
Rochester, New York 14609 USA
(716) 482 - 0300 - Phone
(716) 288 - 5989 - Fax

TELEGRAPH RATES—NORTH AMERICA

BETWEEN NEW YORK CITY AND PLACES IN UNITED STATES AND CANADA.

Day rate 40 3, means 40 cents for ten words and 3 cents for each additional word; Night rate 30 2, means 30 cents for ten words and 2 cents for each additional word, etc. Address and signature are free. Western Union and Postal Rates are uniform.

Places.	Rate. Day.	Rate. Night.
Alabama	60-4	50-3
Alaska:		
Eagle City	3.80-35	3.80-35
Juneau	2.60-23	2.60-23
Nome	4.80-45	4.80-45
St. Michael	4.30-40	4.30-40
Sitka	2.40-21	2.40-21
Skagway	2.90-26	2.90-26
Valdez	3.40-31	3.40-31
Arizona	1.00-7	1.00-7
Arkansas	60-4	50-3
British Columbia: Grand Forks, Nelson, New Westminster, Rossland, Vancouver, Victoria	1.00-7	1.00-7
Atlin	3.25-24	3.25-23
Port Simpson	2.75-19	2.75-18
California	1.00-7	1.00-7
Colorado	75-5	60-4
Connecticut	25-2	25-1
Delaware	30-2	25-1
District of Columbia	30-2	25-1
Florida	60-4	50-3
Georgia	60-4	50-3
Idaho	1.00-7	1.00-7
Illinois	50-3	40-3
Indiana	50-3	40-3
Iowa	60-4	50-3
Kansas	60-4	50-3
Kentucky	50-3	40-3
Klondike: See Alaska and Yukon		
Louisiana	60-4	50-3
Maine: Portland	35-2	25-1
All other places	40-3	30-2
Manitoba: Winnipeg	75-5	60-4
Maryland: Annapolis, Baltimore, Frederick, Hagerstown	30-2	25-1
Cumberland	35-2	25-1
All other places	40-3	30-2
Massachusetts	25-2 to 30-2	25-1
Michigan. Detroit, Mount Clemens, Port Huron	40-3	30-2
All other places	50-3 to 60-4	40-3 to 50-3
Minnesota	60-4	50-3
Mississippi	60-4	50-3
Missouri.	50-3	40-3
St. Louis	60-4	50-3
All other places	75-5	60-4
Montana	60-4	50-3
Nebraska	1.00-7	1.00-7
Nevada	50-3	40-3
New Brunswick	1.10-9	1.00-9
Newfoundland: St. John's	35-2	25-1
New Hampshire	25-2	25-1
New Jersey	75-5	60-4
New Mexico	20-1	20-1
New York:		
New York City	25-2 to 35-2	25-1
All other places	50-3	40-3
North Carolina	75-5	60-4
North Dakota	50-3	40-3
Nova Scotia	40-3	30-2
Ohio	75-5	60-4
Oklahoma	40-3	30-2
Ontario:		
Niagara Falls	60-4	50-3
Sault Ste. Marie	50-3	40-3
All other places	1.00-7	1.00-7
Oregon	25-2 to 40-3	25-1 to 30-2
Pennsylvania		
Prince Edward Island:	75-5	65-5
Charlottetown	50-3	40-3
Quebec	30-2	25-1
Rhode Island	60-4	50-3
South Carolina	75-5	60-4
South Dakota	50-3	40-3
Tennessee	75-5	60-4
Texas	75-5	60-4
Utah	35-2	25-1
Vermont	40-3 to 50-3	30-2 to 40-3
Virginia	1.00-7	1.00-7
Washington	40-3	30-2
West Virginia	50-3	40-3
Wisconsin: Milwaukee	60-4	50-3
All other places	75-5	60-4
Wyoming		
Yukon:	4.00-27	4.00-27
Dawson		

As this page is being made up, the "Mauretania" has added to her laurels by breaking the record over the long Atlantic course of 2,889 knots by 26 minutes, landing her passengers in New York just before midnight on March 17, 1910. This is the first time that this has been accomplished on the winter route. The time from Daunt's Rock to the Ambrose Channel Lightship was 4 days 15 hours and 29 minutes, at an average speed of 25.91 knots. One day the liner averaged 26.79 knots. The best previous record over the long course was 4 days 15 hours and 55 minutes.

ounted as two letters. The following examples will serve to fix the interpretation of the rules for senders:

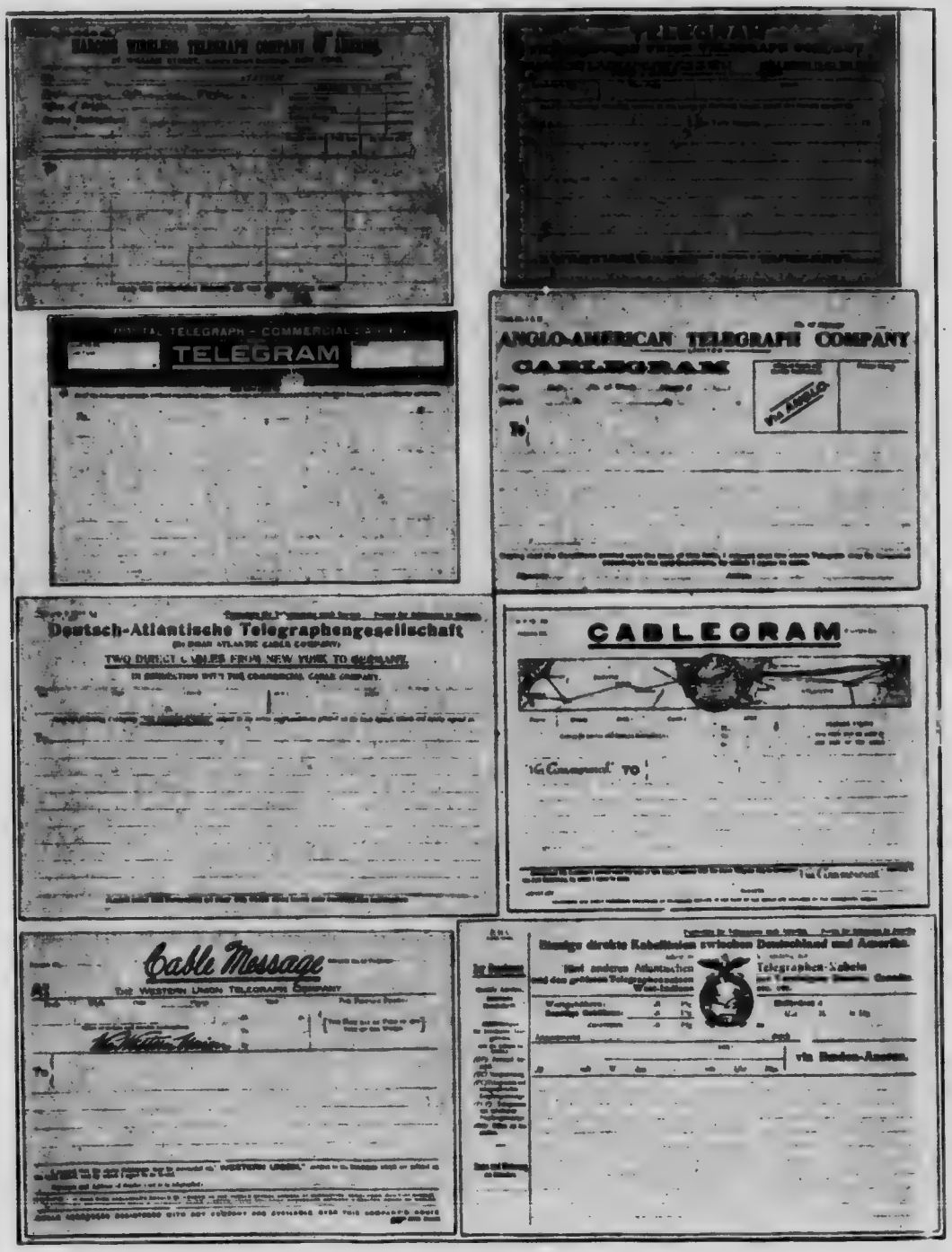
	In the Text Words.	In the Address Words.
Allright	2	
Responsibility (14 letters)	1	
Unconstitutional (16 letters)	2	
A-t-il	3	
Aujourdhui	1	
Aujourd'hui	2	
Newyork	1	
New York	2	1
Frankfort Main	2	1
Frankfurtmain	1	1
Starokonstantinow (Town in Russia)	2	1
Emmingen Wurtemberg	2	1
Van de Brande	3	
Vandebrande	1	
Dubois	1	
Du Bois	2	
Hyde Park	2	
Hydepark (contrary to usage of the language)	2	
Saintjames Street	2	
Saint James Street	3	
44½ (5 figures and signs)	1	
444.55 (6 figures and signs)	2	
$100	2	
Onehundred dollars	2	
10 fr. 50	3	
11h 30	3	
44	1	
44 2	1	
27	1	
Two hundred and thirty four	5	
Twohundredandthirtyfour (23 letters)	2	
State of Maryland (name of ship)	3	
Stateofmaryland (name of ship)	1	
Envchf	2	
Ch 23 (trade mark)	1	
ap "	1	
m 3 "	1	
m C. H. F. 45	2	
The business is urgent, start at once (7 words and 2 underlines)	9	
Send reply (if any) by mail (6 words and parentheses)	7	
Explain "reversal" (2 words and inverted commas	3	

MISCELLANEOUS SERVICE

Persons who wish to be notified of the arrival of steamers can make arrangements with the two telegraph companies to notify them of the arrival. The companies maintain signal stations at Fire Island, The Highlands, and Sandy Hook; also at Quarantine, for the purpose of reporting and sighting the arrival of steamers from foreign ports. To those who live in New York, or in nearby towns and cities, the notice will be received in ample time to reach the dock by the time the steamer warps in. The service for New York, New Jersey and Hoboken is $1.00. Parties in other places who are interested in incoming steamers can be notified by paying this fee of $1.00, plus the usual telegraph tolls for the ordinary ten-word message. Of course, for places not adjacent to New York, the notice conveys the intelligence of the near approach of home-coming steamers, but hardly in time to enable the steamer to be met.

On March 5, 1910, the night letter service was inaugurated. The underlying thought in establishing this service was to give the public the benefit of the unemployed wires at night to quicken correspondence at low rates to take the place of letters by mail. The rates charged are the standard day rates for ten-word messages. For the transmission of fifty words or less plus one-fifth the initial for each additional ten words or less. To be entitled to this rate the message must be written in plain English language and destined for points where the telegraph companies have offices. Code messages will be charged for at standard day or night rates as the case may be and night letters will not be accepted for other line points. Night letters will be accepted and collected on call in any hour of the day or night for delivery at destination on the morning of the next ensuing business day by mail or messenger. They will be transmitted at the company's convenience during the night. The special form, known as "Form 2289," should be used for writing the night letter. Night letters at the option of the telegraph company may be mailed to the destination of the addressee and the company shall be deemed to have discharged its obligations in such cases with respect to delivery by mailing such night letters at the destination, postage prepaid.

By the time this book is in the hands of the reader it is probable that the combined telegraph and telephone service will be in effect. The plan is to allow those telephone subscribers whose local telegraph office is closed for the night to call up central and send a telegraph message, which central will transmit to the next telegraph office, so that a telegram may be accepted from a telephone subscriber at any time during the twenty-four hours. It is possible that this may be modified



TYPES OF CABLE AND WIRELESS BLANKS

in some manner when complete instructions are prepared, but this is about what the combined telegraph-telephone service will be.

WIRELESS TELEGRAPHY

Wireless telegraphy is, in theory, closely allied to heliography, or signaling with flashes of light. The light used, however, is produced electrically and is invisible to the naked eye, owing to the fact that it is made up of very long waves, called Hertzian waves, which vibrate too slowly to affect the retina. The eye can only discern waves which make from 4,000 billions to 7,000 billions vibrations per minute. However, the Hertzian ray resembles light in that it can be reflected by a metallic plate and can be refracted by a prism of pitch, can be brought to a focus with a pitch lens, and may be polarized. Owing to the great length of the Hertzian waves, almost all substances are transparent to them. The Hertzian waves were discovered by Professor Heinrich Hertz, a young German philosopher, during his experiments with the spark discharge of Leyden jars and of the Ruhmkorff coil in 1886 and 1887.

He found that when a spark leaped the gap between the terminals, electric oscillations took place in these terminals which set up magnetic waves in the surrounding space, capable in turn of setting up similar oscillations in any adjacent conductor lying at an angle to them. The waves were detected by using a "resonator," which was merely a circle or a rectangle of copper wire formed with a gap in one side. When the induction coil was in operation and the resonator coil was held near the coil, a tiny stream of sparks would leap across the resonator gap. To better understand this phenomenon take as a crude example two vertical rods in a pool of water and on each a float free to slide vertically on the rod. Now, if one of these floats is moved up and down upon its rod, it produces waves in the water just as the electric oscillation produces waves in the ether. These spread out in all directions and on reaching the other float cause it to oscillate up and down, just as the magnetic waves produce electric oscillations in the resonator.

Without going into a detailed history of the development of wireless telegraphy from Hertz's experiments, it may be stated that the essential difference between the apparatus used by Hertz in his experiments and the several systems now commonly in use lies in the receiver. The transmitter is practically the same. A vertical wire called the antenna is connected to one terminal of the coil, and the other terminal is connected with the earth, the purpose being to increase the electrical capacity of the terminal rods and produce larger waves. Instead of producing the oscillations by means of an induction coil, they are now ordinarily produced by a dynamo and a step-up transformer except for telegraphing over short distances. But even with these changes we would not be able to telegraph over any appreciable distance if dependent upon the Hertz resonator for receiving a message, for, owing to the fact that the waves spread out in all directions from

Sending Telegrams and Cables at Fishguard

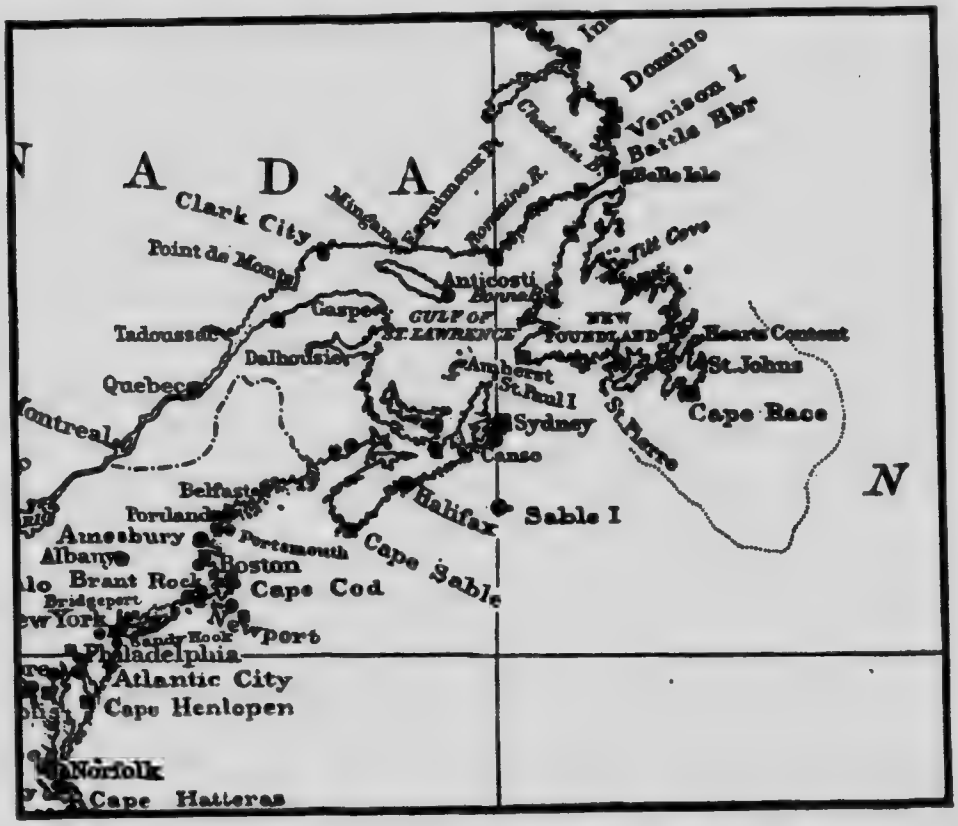
the transmitting antenna, the receiving antenna is acted upon by a very small proportion of the power expended by the transmitter, and this proportion decreases very rapidly as the distance between the transmitter and the receiver increases. In order then to detect the rays at long distances, a very sensitive instrument called the "coherer" has been invented. The coherer in its usual form consists of a glass tube with two metal pistons fitted therein between which a quantity of nickel filings is placed. The latter forms an imperfect electrical contact between the pistons, and takes the place of the spark gap in the receiving antenna. When the oscillations are set up in the antenna by the

Hertzian waves, due to their high pressure or voltage, they break through the imperfect contact of the coherer, causing the filings therein to cohere or string together and thus produce a much better electric path through the coherer. The action is microscopic and cannot be detected with the naked eye. However, the coherer, aside from being a part of the antenna circuit, is also made a part of a local battery circuit, which contains a telegraph receiver, and whenever the electric oscillations open a good path through the filings for the local circuit, the telegraph instrument will be energized by the local battery only. In order to break this path after the oscillations have ceased, or, in other words, to cause the filings to decohere, they are constantly jarred apart by means of the "tapper," which is in reality an electric bell with the gong removed and the clapper striking the coherer tube instead. Carbon granules may be substituted for metallic filings, and in this case no tapper is necessary, the coherer being self-restoring.

In transmitting messages a telegraph key in the primary circuit of the induction coil is operated according to the usual Morse code, and this causes sparks to leap the spark gap at corresponding intervals. These signals will then be transmitted by the Hertzian waves to the receiving station, where they will be recorded by the telegraph receiver. The coherer is not by any means the only wave detector in use. Every wireless telegraph company has one or more different types of detectors.

The Marconi Company also announce the opening of a station at The Breakers, Palm Beach, Florida, for handling messages to ships fitted with the Marconi system trading south of New York. Rate $2.00—12 plus land-line tolls.

In addition to the station at The Breakers, arrangements have been made with the United Fruit Co. for the use of the following stations:



WIRELESS STATIONS IN THE UNITED STATES

	For Ten Words or Less.
New Orleans, La.	$2.00—12
Burrwood, La.	2.00—12
Cape San Antonio, Cuba	2.00—12
Swan Island	2.00—12
Port Limon	2.00—12
Bocas del Toro	2.00—12
Bluefields, Nicaragua	2.00—12
Rama, Nicaragua	2.00—12

Messages for transmission via all of the above-mentioned stations are counted and charged for in accordance with the methods used by the land-line companies for domestic messages.

Wireless messages to be sent to steamers, either outgoing or incoming, should be addressed as follows: Charles Smith, S. S. Campania, via Seagate, New York, or Charles Smith, S. S. Campania, via South Wellfleet, Mass. All wireless messages must be prepaid. Should the wireless station via which the message is first routed fail to reach the steamer addressed, the fact will be reported to the originating office, so that, if the sender orders, the message may be sent to another station. When this is done, tolls must be computed via the new route, and any necessary additional tolls collected. In case the Wireless Co. fails to reach a steamer and the sender does not order it forwarded, the "other" line or "wireless" toll may be refunded.

The following is a list of all of the stations equipped with the Marconi telegraph in the United Kingdom:

Caister, Crookhaven, Seaforth, Liverpool, Lizard, Niton, North Foreland, Rosslare, Withernsea, Broomfield, Fraserburgh, Haven, Poldhu, Clifden, Fastnet, Inishtrahull, Flannan Islands, Malin Head, Butt of Lewis, Cross Sand Light Vessel, Bolt Head, Sunk Light Vessel, Tongue Light Vessel, Gull Light Vessel, East Goodwin Light Vessel, and South Goodwin Light Vessel. The most important stations are Poldhu and Clifden. The former transmits news to ships carrying special long-distance Marconi apparatus, and the latter is used for transatlantic communication with the station at Glace Bay, N. S. The ordinary

(*Continued on page 88*)

WIRELESS STATIONS IN EUROPE

WIRELESS INFORMATION.

Travelers by the principal passenger vessels listed have at their disposal when at sea, a Public Telegraph Service in the Marconi Wireless Telegraph System, working in conjunction with the ordinary Inland Telegraphs and the International Cables throughout the World.

Telegrams are accepted on board ship for transmission to all parts of the world through such Marconi Telegraph Stations as the vessel may pass. Through rates can be obtained from the Pursers and Operators on the ships.

Telegrams are also accepted for passing ships fitted with Marconi Telegraphs, either for delivery on board or for re-transmission through shore stations.

Prepaid telegrams for transmission to ships at sea are accepted at the offices of the Postal and Western Union Telegraph Companies, and at the Marconi Company's Head Office, 27 William Street, New York, where full information can be obtained.

The Company's Shore Stations in North America are situated at Sea Gate, L. I., Sagaponack, L. I., Siasconset, Mass., and communicate with the vessels listed below at times when they are four, eight and fourteen hours respectively from New York.

The Canadian Marconi Company's Station at Camperdown, N. S., is also available and may be used when vessels are 36 hours from New York.

A charge is made for the first ten words or less and at a reduced rate for each word over ten. The address and signature are not charged for.

	For 10 words or less.
Via Sea Gate	$2.00
" Sagaponack	2.25
" Siasconset	3.00
" Camperdown	4.00

The above rates are the Wireless rates; senders will pay in addition thereto, the regular tolls to or from the points named.

The vessels marked with an asterisk (*) may be reached at any time within 60 hours from New York by routing telegrams via this Company's High-Power Station at South Wellfleet, Mass. The charge for such messages is $5.00 for 10 words or less, plus the regular tolls to South Wellfleet. A new station at Palm Beach has just been opened, rate $2.00.

PARTIAL LIST OF MARCONI TELEGRAPH OFFICES ON SHIPBOARD.

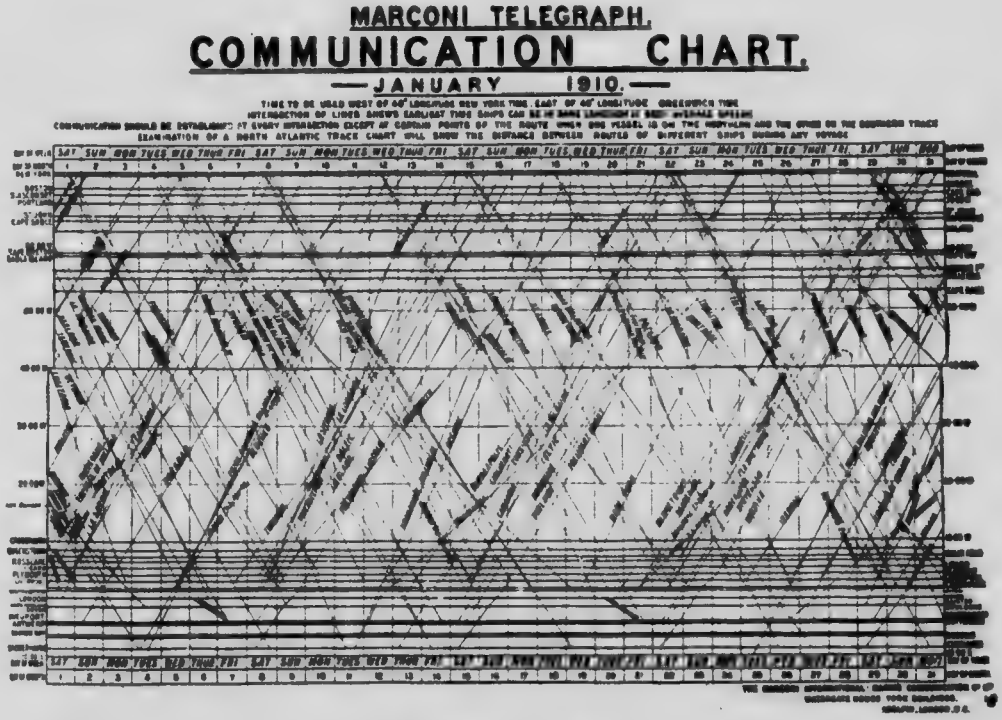
Adriatic
Alice
America (Italian)
*Amerika
Ancona
Arabic
Argentina
Baltic
Barbarossa
*Batavia
Berlin
*Blücher
*Bulgaria
Caledonia
California
*Campania
Canopic
*Carmania
*Caronia
Carpathia
Cedric
Celtic
*Chicago
*Cincinnati
*Cleveland
Columbia
Cordova
Corsican
Cretic
Cymric
*Deutschland
Dominion
Duca D'Abruzzi
Duca de Genova
Emp's of Britain
Emp's of China
Emp's of India
Emp's of Ireland
Emp's of Japan
*Etruria
Europa
Finland
Florida
Florizel
Friedrich der Grosse
Furnessia
*George Washington
Germania
*Graf Waldersee
Grosser Kurfürst
Grampian
*Hamburg
Hesperian
Indiana
Ivernia
*K'rin Aug. Vic.
*K'r Wilhelm II
*K'r Wm. der Grosse
König Albert
Königen Luise
*Kronpz. Wilhelm
*Kronpz. Cecilie
Kroonland
Lapland
*La Bretagne
*La Gascogne
*La Lorraine
*La Provence
*La Savoie
*La Touraine
Laura
Lazio
Liguria
Lombardia
*Lucania
*Lusitania
Madonna
Main
Majestic
M. Washington
*Mauretania
Mendoza
Minneapolis
Minnehaha
Minnetonka
Minnewaska
*Moltke
Neckar
*New Amsterdam
New York
*Noordam
Nord America
Oceania (Ital.)
Oceanic
Pannonia
*Patricia
*Pennsylvania
Philadelphia
*Potsdam
*President Grant
*President Lincoln
*Pretoria
Princ. di Piemonte
Prinz Fried. W'm
Prinzess Alice
Prinzess Irene
Re d'Italia
Regina d'Italia
Rhein
Roma
Romanic
Rosalind
*Rotterdam
*Ryndam
Sannio
San Giorgio
San Giovanni
Sardegna
Saxonia
Sicilia
*Statendam
St. Louis
St. Paul
Taormina
Teutonic
Tomaso di Savoia
Tunisian
Ultonia
Umbria
Vaderland
Venezia
Verona
*Victorian
*Virginian
Zeeland

The company is prepared to announce the arrival of the above vessels 48 to 4 hours before docking at a uniform charge of $1.50 per vessel.

Requests for these reports must be made at the Company's Head Office, 27 William St., New York.

NOTE.—Telegrams routed via South Wellfleet, must be filed with the Western Union Telegraph Company, or at the Marconi Company's offices.

WIRELESS MEDITERRANEAN STATIONS



MARCONI CHART
Posted in companionway to show possibilities of communication for one month.

(Continued from page 85)

land stations for a vessel proceeding to Plymouth would be to pick up the following: Crookhaven, The Lizard, Bolt Head, and Niton. Vessels proceeding to Liverpool would first pick up Crookhaven, then Rosslare and Seaforth or Liverpool.

The following are the stations in Belgium: Nieuport and Antwerp. The stations in Italy are as follows: Capo Mele, Palmaria, Capo Sperone, Forte Spuria, Cozzo Spadaro, Monte Mario, Becco di Vela, Asinara, Ponza, Santa Maria di Leuca, Viesti, Monte Cappuccini di Ancona, Venice Arsenal, Torre Piloti di Malamocco, Bari, Cagliari, Palermo, Naples, San Giuliano di Trapani, Messina, Villa San Giovanni and Reggio.

There are also stations at Antivari, Montenegro; and Port Said and Port Tewfik, in Egypt.

The stations in the United States are as follows: Cape Cod, Seagate, Sagaponack, Siasconset, South Wellfleet (Cape Cod), the station at Cape Cod transmits news to ships carrying special long-distance apparatus; Hotel Plaza (New York City), and The Breakers. The Canadian stations are as follows: Camperdown (Halifax, N. S.), Cape Sable (Nova Scotia), Sable Island, St. John (New Brunswick), Cape Race (Newfoundland), Cape Ray (Newfoundland), Point Rich (Newfoundland), Fame Point (Quebec), Whittle Rocks (Quebec), Grosse Isle (Quebec), Glace Bay (N. S. Trans-Atlantic Station), Father Point (Quebec), Clarke City (Quebec), Heath Point (Anti Costi), Cape Bear (Prince Edward Island), Point Amour (Labrador), Chateau Bay (Labrador), Belle Isle, Battle Harbor (Labrador), Venison Island (Labrador), American Tickle (Labrador), Domino (Labrador), Indian Harbor (Labrador), North Sydney, Montreal, Three Rivers. There are also stations at Punta del Este, Uruguay; and Bernal and San Martin, in Argentine.

UNITED WIRELESS

The United Wireless Telegraph Service maintains a large number of stations, and a considerable number of Atlantic, Gulf and Great Lake steamers, as well as Pacific Coast boats, are equipped with their system. The rate is $2 for ten words or less, and ten cents for each additional word. Messages sent to or from inland or coast points, where the company has no wireless station, bear an additional charge for transmitting the message by the Western Union or Postal Telegraph stations, the amount of the additional charge being according to the tariff rate of the company controlling the land lines. No charge is made for addresses or signatures.

THE DAY BEFORE SAILING.

It is always wise to visit the steamer the day before sailing when this is possible. This enables the necessary inquiries, such as the location of seats at the table, and steamer chairs, etc., to be settled decidedly. If the seats cannot be assigned at that time, at least a reservation can be made.

BAGGAGE.

Each steamship company has rules relating to baggage which should be carefully observed. The amount carried free is usually eighteen cubic feet, but this amount varies. Eighteen cubic feet mean about 200 pounds. The remarks relating to baggage may be regarded as a kind of composite picture of the subject and the information given should not be considered as final. Always address the companies for detailed information. They will cheerfully supplement this with written directions if necessary.

When you pay for your steamer ticket always ask for baggage tags which are freely provided by the steamship company. Be sure that the right labels are attached to every piece of baggage. Use the stateroom tag for the steamer trunk and other articles of baggage which are to be placed in the staterooms. If you are likely to want access to a trunk during the voyage, a "Wanted" label should be put on. Baggage which is not likely to be called for during the voyage is put in the hold, using the "Hold" or "Not Wanted" label.

Special labels for each port are furnished, and care should be exercised in using the proper tags in order to avoid delay or loss.

Labels on trunks and cases should not be placed on the sides, or on the top, but on both ends. The name of the passenger should also be marked legibly and durably on every piece of baggage apart from the label, in case the tags are lost or damaged.

Baggage may be sent to the pier a few days in advance of the sailing day. Passengers arriving in New York by train may have their trunks checked to the pier by the baggage express agent, who passes through the train shortly before its arrival. All baggage

UNITED WIRELESS COMPANY'S ATLANTIC AND GULF COAST STATIONS

Atlantic City, N. J.
Albany, N. Y. (Ten Eyck Hotel.)
Boston, Mass. (2) (Boston Herald Bldg.)
(Broad Exchange Bldg.)
Bridgeport, Conn.
Baltimore, Md. (Balto. American Bldg.)
Cape Hatteras, N. C.
Charleston, S. C.
Elizabeth City, N. C.
Eastport, Me.
Fort Morgan, Ala.
Galilee, N. J.
Grand Island, La.
Galveston, Tex.
Havana, Cuba.
Jacksonville, Fla. (Hotel Aragon.)
Key West, Fla.
Long Beach, L. I. (Nassau Hotel.)
Mount Beacon N. Y. (Beaconcrest Hotel.)
Mobile, Ala.
New York City. No. 42 Broadway.
(Manhattan Beach.)
(Waldorf-Astoria Hotel.)
Norfolk, Va. (Garrett & Co. Winery.)
New Orleans, La. (Hotel Grunewald.)
Philadelphia, Pa. (Bellevue-Stratford Hotel.
Port Arthur, Tex.
Providence, R. I.
Santo Domingo City.
San Juan, Porto Rico.
Savannah, Ga.
Tampa, Fla.
Tangier Island, Va.
Washington, D. C. (New Willard Hotel.)
Wilmington, Del.

SHIPS EQUIPPED WITH UNITED WIRELESS SYSTEM ATLANTIC, GULF

MALLORY LINE
Denver — Colorado
Concho — Sabine
San Jacinto — Alamo
Nueces — Lampasas
Brazos — San Marcus
Rio Grande — Comal

R. M. S. PKT. CO.
Orinoco — Nile
Oruba — Clyde
Tagus — Thames
Trent — Oratava
Atrato — Ortana
Magdalena — Berbice

OCEAN S. S. CO.
City of Columbus — Nacoochee
City of Memphis — City of Macon
City of Augusta
City of Atlanta
City of Savannah
City of Montgomery
City of St. Louis

N. Y. & P. R. S. S. CO
Carolina — Ponce
San Juan — Coamo

RED "D" LINE
Philadelphia — Caracas

CONS. COAL CO.
Tug "Savage"

MAINE S. S. CO.
*North Star — *Manhattan
Northland

PANAMA R. R. CO.
Ancon — Colon — Advance
Cristobal — Panama — Alliance

EASTERN S. S. CO.
Calvin Austin

WILSON LINE
Estrimo

OLD DOMINION S. S. CO.
*Hamilton — *Monroe
*Jamestown — *Princess Anne
*Jefferson

LAMPORT & HOLT S. S. CO.
Vasari — Verdi

VACARRO BROS. IND. S. S. CO.
Vacarro — Rosina

MERRIT & CHAPMAN D. & W. CO.
Relief

AMERICAN W[illegible] S. C[illegible]
Admiral Schley — Admiral Dewey
Admiral Farra[illegible]

PENINSULA[illegible] S. S. CO.
Gov. Cobb — Miami

INTER. OCEAN [illegible] S. CO.
Sierra

*Wireless rates on steamers North Star, Hamilton, Jamestown, [illegible]son, Monroe, Princess Anne, Manhattan, Yale and Harvard are $1.00 for ten words or less an[illegible] for each additional word.

There is an ordinance in the village of Oberammergau forbidding the use of power cars in the village territory. The Passion Play committee, however, have succeeded in rescinding this ordinance during May, June, July, August and September of 1910. Furthermore, the Passion Play committee has built a fireproof garage [illegible] accommodations for 200 cars and [illegible] A leading firm has contracted [illegible] the roads free from dust by the use [illegible] expected that a dirigible [illegible] make daily trips between [illegible] ammergau. The distance is [illegible] miles

THE WIRELESS OPERATOR
Is a Power in Time of Need, Flashing his "C. Q. D." or "S. O. S." into space

must be claimed at the pier prior to boarding the steamer on the day of sailing.

Passengers are advised to keep all small pieces of baggage, such as hand bags, satchels, etc., in their possession, and take them on board personally on embarkation.

The expenses connected with the transfer of baggage from the pier to the steamer or from the baggage depot to the lighter or tender, thence on board the ocean steamer and from it to the delivery room, are borne by the company.

All matters with reference to baggage must be arranged with the baggagemaster on the pier; other employees of the company are not permitted to accept commissions to attend to any matters which do not pertain to their duties and positions.

On some lines the checking system used by American railways has been introduced to facilitate the transportation of baggage between New York and ports of call of the steamers, as well as inland points in Europe, London, Paris, Hamburg, to which passengers are forwarded by special trains.

To effect this through checking, a perforated check is used, one part of which is fastened to the baggage, and the other given to the passenger.

EXCESS BAGGAGE.

Each cabin passenger, including each child who pays half fare, is entitled to the free carriage of hand baggage and of a stateroom trunk about 36 inches in length, 22 inches in breadth and 14 inches in depth, or of a similar piece of baggage about that size, to the place of destination. This applies to German lines only. For each piece of additional baggage, not exceeding 18 cubic feet in measurement and 200 lbs. in weight, the following charges are made:

1. Between New York and Hamburg, Cherbourg, Bremen, Boulogne S. Mer, Southampton, Plymouth, Gibraltar, Genoa or Naples: eastbound, $1.00, or westbound, M. 4, Frs. 5, 4 Sh., or Lire 5.

2. Between New York and Paris via Boulogne S. Mer: eastbound, $2, or westbound, M. 8, or Frs. 10.

3. Between New York and Paris via Cherbourg: eastbound, $3, or westbound, M. 12, or Frs. 15.

4. Between New York and London via Plymouth or Southampton: eastbound, $2, or westbound, M. 8, or 8 Sh.

5. Between German and French or English Channel Ports, also between French and English Channel Ports, also between the Italian Ports of Genoa and Naples: $0.50, or M. 2, or Frs. 2.50, or 2 Sh., or Lire 2.50.

If the measurement or weight limit above stated is exceeded, the charge will be increased proportionately two, three or more times the above rate.

The liability of the company for damage or loss, as well as for delay in delivery, and any responsibility which may legitimately attach to the shipowner for the baggage, is limited to $100.00 for each first cabin trunk; $50.00 for each second cabin trunk; $40.00 for each third cabin or steerage passenger's baggage.

If the value of the baggage exceeds these amounts, and greater compensation is desired in case of loss or damage, the value and contents of each package must be declared to the baggagemaster before boarding the steamer, and a charge of 1 per cent. on the excess value must be paid.

The company does not assure responsibility for loose baggage, property or personal effects of any kind which remain in possession or care of the passengers during the voyage.

Claims regarding damage or loss of baggage must be made to the company's representatives immediately after arrival of the steamer at the port of destination.

ARTICLES NOT ACCEPTED AS BAGGAGE

Only regular baggage is accepted at the rates stipulated. For merchandise and packages of a commercial shape, if accepted by the company for transportation as baggage, double the highest rate of the company's tariff is charged with a minimum charge of M. 20, Frs. 25, westbound, or $5.00 eastbound, per piece.

Merchandise, money, valuable documents or articles of value will not be accepted as baggage, and the company will accept no responsibility for such articles when shipped as baggage.

BICYCLES

For the transportation of bicycles on board the steamer, a charge of $2.50 eastbound, or M. 10, Frs. 12.50, 10. Sh., or Lire 12.50 westbound, per bicycle is made. Bicycles must be crated or boxed. Motor cycles must

also be crated and their tanks must be empty. The charge made for carrying same is $5.00.

TRANSPORTATION OF ANIMALS

Dogs, cats, monkeys, birds and other animals must be properly caged and are kept below deck, in care of one of the ship's employees.

DOGS.

Dogs are not admitted into Great Britain without a license from the Board of Agriculture, and will not be received on board any steamer without such permission. The companies will give detailed information to interested parties. The expense of transporting dogs is usually from $10.00 to $25.00. They are taken care of by the butcher, who should receive a fee for the same. Dogs are not allowed at large on the decks, although on some boats they can be exercised with a leash. Travelers should ascertain this point, however, from the purser or proper official on board.

PLANTS.

The German Government does not permit the landing of living plants in the German Empire. Passengers carrying such plants render themselves liable to fines and penalties.

BAGGAGE INSURANCE

Steamship companies' liability is limited to the amount specified on the steamship contract ticket; marine insurance can, however, be effected at very moderate rates, and the conditions are so favorable that it is surprising that more passengers do not avail themselves of this opportunity. Insurance can be effected at any steamship company's office. Insurance against burglary can also be secured, and many insurance companies issue clothing policies which cover all kinds of contingencies.

The following information relating to baggage insurance is about the same as the regulations of all other companies, and may be considered as typical:

The Company's liability for baggage is strictly limited, but arrangements have been made whereby passengers can have same insured against loss by sea or land, including risk of fire, breakage, theft or pilferage, from the time the baggage is received by the lines or their Agents at port of departure, and until delivery at destination. Other risks can also be insured against, and the following table of premiums payable is given for the information of passengers wishing to avail of this arrangement, viz.:

RATE PER $100

1. $0.20 New York or Boston, to any of the principal Cities or Towns in the United Kingdom.
2. $0.20 New York to Cherbourg or Paris.
3. $0.32½ New York or Boston, to any of the principal Continental Cities, via United Kingdom.
4. $0.12½ Paris or Berlin to United Kingdom only.
5. $0.33¼ New York or Boston, to Cairo, Alexandria, Genoa or Naples.
6. $0.37½ New York or Boston, to Cairo, Alexandria, Genoa, Palermo or Naples via United Kingdom.
7. $0.16 2-3 Paris or Berlin to Genoa, Naples, Alexandria or Cairo.

Or Vice Versa in Every Case.

8. $0.16 2-3 between any of the ports of call in the Mediterranean.

In addition to the above, Stamp Duty at the rate of 6 *cents per* $500 or any part thereof *must be charged in every case.*

Crockery, China, Glass and Pictures free of breakage unless caused by the vessel being stranded, sunk, burnt, on fire or in collision.

The Company strongly recommends passengers to insure their packages whenever practicable, as in the event of loss or damage to baggage, the companies cannot under any circumstances accept any liability beyond the amount specified on their steamer contract ticket.

Another form of insurance, known as the "Tourist Floater," covers the loss or theft of baggage or personal effects in transit by rail or water, or loss by fire while in any ordinary repository, *i. e.* dwelling, hotel, storehouse, railway station, etc.

It is a desirable form of insurance owing to the limited liability of transportation companies as expressed on their tickets and sustained in the courts.

RATES PER $100.

For 1 Month (or part thereof)
U. S. and Can. $0.40 Foreign $0.50
For 2 Months (or part thereof)
U. S. and Can. $0.60 Foreign $0.75
For 3 Months (or part thereof)
U. S. and Can. $0.80 Foreign $1.00
For 6 Months (or part thereof)
U. S. and Can. $1.40 Foreign $1.75
For 12 Months (or part thereof)
U. S. and Can. $2.00 Foreign $2.50

STORAGE AND FORWARDING OF BAGGAGE

It is possible to leave the steamer trunk at one port and have it forwarded to another, in anticipation of the return voyage. Transportation charges and storage must, of course, be paid. The purser or baggagemaster on the vessel will give full information as to the proper method to pursue. In case the traveler is to sail from another port, the keys of the trunks must be left with the proper officials. Always write to the office of the steamship

company at the port of departure when baggage is forwarded, in order that the baggage may be gotten out of storage, and so that it may be placed on the vessel without loss of time. It is wise to ask the steamship company to acknowledge the receipt of such instructions, as nothing is worse than to have a trunk miscarry at the wrong time.

CHECKING OF BAGGAGE IN BOND

The principal railroads have inaugurated a system of handling baggage in bond to and from points in Canada and Vancouver; also to San Francisco for immediate shipment from there to the East. Baggage intended for immediate exportation to

TYPES OF BAGGAGE LABELS
The Big "B" shows how Baggage is Marked for Custom Sorting

these points, arriving at the Port of New York, is forwarded in bond and no examination is therefore necessary on the part of the United States Customs officials. Ordinarily, under this plan, baggage will go forward on the same train with the owner; no charge is made for the service except for wagon transfer of such baggage from the company's piers to the railroad station. The uniformed agents of the railroads meet all incoming steamers and will make all arrangements for the checking and bonding of baggage upon request.

A similar system is in operation in Europe for the transfer of baggage between cities having Custom-house facilities.

Baggage may be forwarded by fast or slow freight. Slow freight is not recommended as it takes too much time.

Passengers traveling to either Cherbourg or Hamburg, and whose ultimate destination is London, can arrange with the baggagemaster on board steamer to have their surplus baggage landed at Plymouth for the purpose of being forwarded by the local Plymouth agents, for storage. Such baggage will be examined by the Customs authorities at Plymouth, and duty, if any, charged on articles subject thereto, viz., wines, spirits, perfumery, tobacco, cigars, cigarettes, etc.

STORAGE CHARGES

In forwarding baggage all incidental expenses, including customs duty, porterage, dock dues, cording, are payable by the passengers.

Storage rates average about twenty-five cents per month for each piece not exceeding 100 pounds. This rate does not always cover insurance which should be arranged for specially. Local transfer charges vary in different places, but average about twenty-five cents for each piece.

EXPRESS RATES

The following is a tariff of all rates for express packages. It should be remembered that rates of this kind are subject to change without notice, and they are published solely in the interests of the traveler. These rates may be considered to be maximum. Thus we find another company offering shippings to Italy as low as 40 cents a single pound to Genoa, 60 cents to Rome, and 65 cents to other railway stations. Also a rate of 30 cents a pound to Paris and 25 cents a pound for shipments to London, via South-

OCEAN EXPRESS TARIFF FOR SMALL SHIPMENTS

EXPRESS RATES FROM NEW YORK OR BOSTON TO THE FOLLOWING PLACES:	lb. 1	lbs. 2	lbs. 4	lbs. 6	lbs. 8	lbs. 10	lbs. 20	lbs. 30	lbs. 40	lbs. 50	lbs. 60	lbs. 70	lbs. 80	lbs. 90	lbs. 100	Each Additional 20 pounds.	Value Rate per $100.	Insurance Rate per $100.
Liverpool, Havre, Hamburg, Bremen, Antwerp, Rotterdam, and London via Southampton	.30	.35	.45	.55	.65	.75	.90	1.20	1.50	1.70	1.90	2.10	2.30	2.40	2.50	.30	.40	.30
London, via Liverpool	.35	.40	.50	.60	.70	.80	1.20	1.80	2.20	2.50	2.70	2.90	3.10	3.30	3.50	.40	.50	.35
Paris, Berlin and Genoa	.35	.40	.50	.70	.90	1.00	1.40	1.90	2.40	2.80	3.00	3.20	3.40	3.70	4.00	.45	.50	.35
England, Ireland, Scotland, and Wales	.40	.45	.55	.65	.75	.90	1.20	1.80	2.20	2.50	2.70	2.90	3.10	.340	3.60	.45	.50	.40
France and Germany*	.50	.60	.80	1.00	1.20	1.40	2.00	2.50	3.00	3.30	3.60	3.80	4.00	4.30	4.50	.50	.50	.40
Holland and Belgium*	.40	.45	.55	.65	.75	.90	1.30	1.80	2.10	2.40	2.60	2.80	3.10	3.20	3.40	.40	.50	.50
Norway and Denmark*	.45	.50	.70	.90	1.10	1.30	1.90	2.50	2.60	3.00	3.20	3.40	3.70	3.90	4.20	.45	.75	.40
Sweden*	.45	.50	.70	.90	1.30	1.60	2.50	3.20	3.50	3.60	4.00	4.20	4.50	4.70	4.90	.50	.75	.60
Austria, Hungary and Switzerland*	.60	.70	1.00	.120	1.40	1.60	1.90	2.20	2.80	3.20	3.50	4.00	4.50	5.00	5.20	.50	.75	.55
Russia, Turkey and Greece*	1.50	1.90	2.40	2.60	2.80	3.00	3.80	4.20	4.80	5.20	5.60	6.00	6.20	6.40	6.50	.65	1.75	.90
Italy, Spain, Portugal, Gibraltar, Malta*	.70	.75	.90	1.10	1.30	1.50	2.70	3.30	3.80	4.20	4.60	4.80	5.00	5.20	5.40	.55	1.25	.70

The above rates are figured to cover a thoroughly first class express service.

* All towns where there is a R. R. Station.

ampton. The rates on say a hundred pounds do not vary in quite the same ratio. It is believed that with this tariff of rates the intending traveler can make his arrangements as to shipping packages of guide books, etc., rather more intelligently than without it. Rates to South Africa, North Africa, Asia, India, Japan, Australia, the West Indies, Porto Rico, Central America and South America are not included, as these rates vary so radically that it is impossible to get any accurate idea of what the shipment would actually cost without the publication of a more extensive table than space will permit.

HAND BAGGAGE, ETC.

If possible only hand baggage should be taken by the traveler on the Continent, as in many countries nothing will be carried free in the baggage vans, as is the case with Italy, Switzerland and Germany. Austria and Denmark allow 55 pounds free; France and Spain 66 pounds; Belgium and Holland 55 pounds on through routes only, while in England 150 pounds on each first class ticket, and 100 pounds on third class tickets, is allowed. The baggage is charged by weight where nothing is allowed and no definite rates can be given. A receipt is given for all money paid for the transportation of baggage and this corresponds to our check.

It should be borne in mind that a passenger cannot claim more space for his hand-baggage than is comprised in the space under his seat, or in the netting overhead; it should, therefore, be condensed as much as possible. As a rule the seat space does not exceed 22 inches in width. On the mountain railways there are frequently no racks for hand-baggage. If possible, the tourist should only take a small valise or suitcase that he can carry in the hand. It should be of simple construction, so that it can be opened in an instant for Customs examination. All baggage should be marked with the owner's name and place of destination in full, and fastened with case locks. Padlocks and straps are objectionable, being liable to damage or removal. Canvas coverings are also undesirable, their removal often leading to the loss of the package. Jewelry and other valuables should not be placed in registered luggage.

The Rhine is very shallow; the depth at Cologne is only 10 feet.

MISDESCRIPTION OF FURS

Consul-General John L. Griffiths reports that the London Chamber of Commerce, through its fur and skin trades section, has issued a note of warning to furriers, drapers and others throughout the United Kingdom in regard to common "misdescriptions" of furs.

The following is a list of the most common misdescriptions included in the list:

"Real Russian sable"—American sable.
"Sable"—fitch, dyed.
"Bear"—goats, dyed.
"Fox"—hare, dyed.
"Lamb or broadtail"—kids.
"Mink, sable, or skunk"—marmot, dyed.
"Sable"—mink, dyed.
"Mink or sable"—musquash, dyed.
"Seal," "Electric seal," "Red River seal," and "Hudson seal"—musquash, pulled and dyed; or nutria, pulled and dyed; or rabbit, sheared and dyed.
"Beaver and otter"—nutria, pulled, natural.
"Beaver"—opossum, sheared and dyed.
"Seal"—otter, pulled and dyed.
"Sable or French sable"—rabbit, dyed.
"Ermine"—rabbit, white.
"Chinchilla"—rabbit, white, dyed.
"Skunk"—wallaby, dyed.
"Fox"—white hare.

In addition, white hairs are inserted in foxes and sables to make "silver foxes." The secretary of the section invites purchasers who have doubt about the genuineness of furs to refer to the Vigilance Committee, which is ready to give expert opinion free of charge.

SHIPMENT OF HOUSEHOLD GOODS TO AND FROM EUROPE

An ideal way to ship furniture, household effects, works of art, etc., is by means of lift furniture vans, which are loaded, locked and sealed in the presence of the owner of the goods. They are then taken to the steamship dock, where they are lifted bodily from the wagon truck into the hold of the steamer, and are not opened until they reach their destination abroad. These vans are constructed entirely of steel, and are moved with equal facility by road, rail or sea. The charges are inclusive from door to door, with or without insurance.

PART II.

THE VOYAGE

It is a good rule to always be at the dock a full hour before the advertised time of sailing. This will enable you to look after your baggage and see that the smaller articles of baggage are placed in the stateroom. The stewards will usually, on request, lock the stateroom to prevent the possible theft of hand-baggage, rugs, umbrellas, etc. The company assumes no responsibility for loose baggage unless placed in the hands of the baggagemaster. Visitors from other cities should aim to reach New York the day before sailing, and the same remarks apply to those who sail from Philadelphia, Boston, etc. It is very essential that ample time be allowed to transfer baggage from railroad stations to the pier. After a reasonable time has been allowed for the express company to make the transfer, the pier should be called up and the baggagemaster should be inquired for, then make your inquiries as to whether the baggage has been received, specify the number of pieces, and the style, as "steamer trunk," "Saratoga trunk," etc. In case of non-receipt, call up the express company and have the matter traced at once. If visitors are stopping at a hotel or private house where all the baggage is collected, a cab should be taken to the pier. Allow ample time not only for the run, but for waiting at the pier, as there will be many carriages on the day of sailing. When the vehicle comes near to the gang-plank the passengers should alight and the baggagemaster should be asked to put the steamer trunk and hand-baggage in the stateroom. Stewards are on hand to make the transfer. Trunks which are not wanted at all during the voyage should have a "hold" label or label which says, "not wanted." Trunks which may be needed during the voyage should have a "wanted" label attached; they will then be put in a place where access can be had at any time during the voyage upon proper notice to the purser, or other official in charge. The baggage having been disposed of, the visitor should buy such reading matter as will be needed from the newsstand and then the stateroom should be sought. If the stewards lock up the baggage there will be less anxiety than if the stateroom is left open. The passenger should then repair to the deck to meet his friends. In the height of the season and on a large steamer, it is sometimes wise to ask your friends to meet you in some foreordained place, such as the music-room, the lounge, the main saloon, the main deck, or near the purser's office.

Lists of passengers in printed form can be obtained at the purser's office, chief steward's office, or in the saloon before leaving. It should be remembered that many persons engage passage a few hours prior to sailing, so that the steamer lists are only accurate in a general way. There are usually enough steamer lists so that visitors can take one away with them. The seating at table is referred to elsewhere, also steamer chairs.

Ocean steamers sail promptly unless they are held back by some unforeseen circumstance, such as fog. After bidding good-bye to friends it is interesting to stay on deck until the vessel warps out and she turns her bow seaward in midstream. The trip down the bay is, of course, always interesting even to New Yorkers. Ellis Island, the Statue of Liberty, Staten Island, and Coney Island, are all soon left behind. In the meantime the sailors have been getting out the sea ladder for the pilot's descent; at last the steamer is abaft the pilot boat with its yellow funnel looking not unlike a private yacht. A rowboat is put off from the steam pilot boat and the sailors throw the rowers the rope and the boat is trailed alongside and brought underneath the sea ladder. There is a sharp clank-clank in the engine-room of the signals and the machinery stops, while the pilot with his little bag of mail shakes hands with the captain and disappears over

the rail. He reaches the rowboat, the rope is cast off, and as soon as it is a safe distance from the ship, clank-clank goes the engine signal from the bridge, and the machinery is not usually stopped again until a foreign port is reached. The dropping of the pilot is the last bit of excitement which the passenger is apt to have unless another vessel is sighted during the trip, or a possible whale, or in extreme cases, an iceberg; gulls and porpoises can be seen almost daily during the trip. The sight of a wh is not so unusual at sea as a passenger may think; he may see two for each five voyages. This is based on the experience of the writer. The next point of land which will be seen will usually be the coast of Ireland or the Scilly Islands, and the passenger is now free to enjoy the good cheer and the amusements which the ship affords. With the wireless the traveler does not feel so entirely cut off from the world as in former years when the only news of any description which could be received was when another vessel was met somewhere in the great ocean lane.

PASSENGERS' QUARTERS

The ventilation in modern ships is practically perfect, and inside rooms are liked by many travelers who prefer those rooms which are apt to be very much warmer in winter, and also by those who do not like to be reminded of the sea and the motion of the vessel. The inside rooms are usually by far the cheapest, and those wishing to make the trip as economically as possible can secure accommodations in such rooms to advantage. It must not be supposed that because a room has a port-hole, this port-hole can be kept open at all times; they are usually closed by the stewards at night except in very fair weather, as a change in the course of the vessel might result in the shipping of water to a considerable extent which might damage the personal property of the occupant of the room and might even endanger the safety of the ship provided there were a number of port-holes open at one time. Rooms on the promenade decks usually have windows opening out on the deck which

SPACIOUS COMPANIONWAY OF THE "LUSITANIA"—SHOWING ELEVATORS

may be kept open at all times except when heavy seas are being shipped and spray is apt to enter the rooms. The vessels are heated either by steam or electricity. Electric heating is very insidious, the heat appears to be given out very slowly, but as soon as the heater has reached its maxim, the heat is intense, and care must be exercised that nothing in the way of clothing should be placed on or near the heater. The writer knows of one sea captain who went to sleep with his feet on the innocent radiator in his chart room. The subordinate officers walked the bridge for two weeks. Electric curling irons, bed-warmers, and electric warmers for milk for children are provided on some lines. Electric light will be found on all trans-Atlantic steamers, and the rooms are adequately lighted. Electric bells serve to call the stewards and stewardesses, and on many steamers telephones are also installed, which enables the passenger to make known his wants at once. Fresh water is provided for washing, also soap, a new cake being provided for each passenger, each trip. There are plenty of towels, and warm water for washing and shaving is provided on request, and usually stewards bring around hot water half an hour before dinner time. On many lines a bugle call is sounded half an hour before each meal, giving a chance to make any necessary changes in clothing. Where it is necessary to have two seatings at the table, the room steward will wake up the passengers who eat at the first table in ample time. On retiring, the door should be fastened slightly open with the aid of the hooks which are provided. One of the first things which a sailor learns when he goes to sea is not to be locked up in a room while afloat, and passengers may well note this. In case of a collision, or other emergency, it might prove very dangerous if the passenger's door could not be opened immediately. All surplus money, valuables, etc., should be left with a purser, who will receipt for same. The passageways are constantly patrolled at night, but cases of theft, while not common, do occur. On the whole, considering the number of passengers carried, the personal property of voyagers is safer than in hotels on land.

AT HOME IN A LUXURIOUS STATEROOM
With French prints on the walls and all the Service that a First-Class Hotel Affords

First class passengers are not allowed to enter second or third class compartments, and vice versa, as com-

plications might arise under the quarantine regulations. Visits to the steerage can only be made by special permission. The modern steerage is an entirely different place from that which fiction has penned, and on a modern liner it need not offend anyone.

On some of the newer German ships, the inside staterooms have an opening on a narrow passageway about a foot and a half wide, which is closed at the passageway by an iron gate. This narrow opening affords abundance of light and air and is an ideal way for constructing a steamer.

On reaching a vessel, if you have a berth and a stateroom with another person, seek them out at the earliest possible opportunity and exchange cards. Occupants of the same room should practice much mutual forbearance in the disposal of their personal effects; it should be remembered at best that the accommodations are very much cramped.

A ladder is provided to enable the occupant of the upper berth to reach it safely. Many, however, find the ladder unnecessary and ask for its removal.

Life preservers will be found in every stateroom. Illustrations showing the method of putting on the life preservers will be found in the staterooms or in the passageways. It is only necessary to put on the life preserver in cases of very grave peril.

When the ship is rolling very badly, steamer trunks, satchels, etc., should be lashed to the berth supports or the sofa supports, to prevent them injuring the passenger. The steward will attend to this matter.

Passengers should avoid loud speaking in the corridors and staterooms during the night-time, as this is apt to keep other passengers awake. It is to the mutual interest of all concerned that the ship should be kept as quiet as possible at night, and the stewards are specially charged to see that this quiet is maintained. On some lines promenading on the upper decks is not permitted after a certain hour.

A GYMNASIUM

Is Found on the Latest Liners Equipped with Swedish Gymnastic machines of the Latest Type. It is open to Men and Women Alike

Avoid asking the officers questions about the navigation of the ship; remember that they have had to answer these questions many thousands of times, and eventually this becomes wearisome even to the most good-natured officers. The information contained in this book ought to be sufficient for the average traveler.

Passengers should under no circumstances attempt to visit the navigating bridge while the vessel is under way,

THE PURSER'S SAFE DEPOSIT VAULT

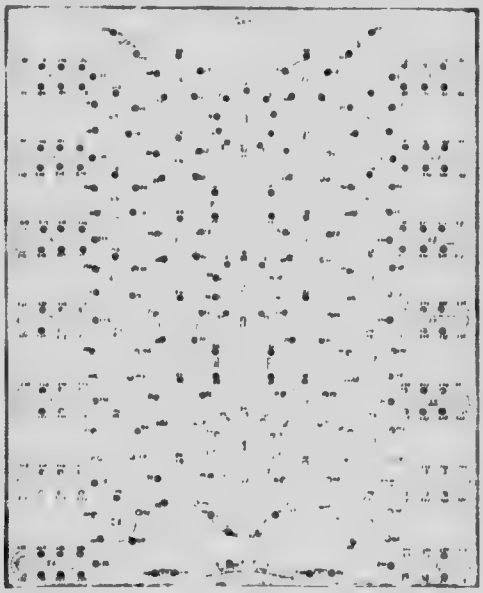
as this is absolutely against the rules and interferes with the work of the officers, who are responsible for the safety of the ship.

VALUABLES

Steamship companies are not responsible for money, jewels, or other valuables of passengers. They should not be kept in the staterooms, but should be given to the purser for safe-keeping in the safe which is provided; he will receipt for same. On some vessels safe deposit vaults are provided, thus giving the passengers the same protection that they would have at the bank or safe deposit company at home. It should be remembered, however, that the company accepts no responsibility for loss or damage, however arising. The passengers can protect themselves by insurance, which see under "Baggage."

SEATS AT TABLE

Application should be made to the chief steward on boarding the steamer for seats at table. The chief steward assigns all seats at table. Where a number of persons are sailing on the



same vessel and wish to be placed together, this fact, together with the names, should be sent to the company a day or so in advance of sailing, and the necessary arrangements will be made.

Room stewards will arrange with bath stewards for reservation of a bath-room for a certain hour. During the busy traveling season it is wise to write ahead for such accommodations.

The annexed diagram indicates the seating arrangements on a typical liner. It shows that some of the tables have accommodations for two, while some of the tables accommodate ten people. Of course the arrangement varies on every steamer, but it gives an idea of what may be expected on an average liner.

STEAMER CHAIRS.

A deck or steamer chair is absolutely essential to comfort. Applications for steamer chairs should be made to the deck steward, who will issue a receipt for the amount, which is $1.00 for a trans-Atlantic voyage. Travelers will find it entirely unnecessary to take along their own steamer chairs, which will only prove a source of annoyance and expense. The very wealthiest travelers no longer carry their own steamer chairs. In the height of the season it is wise to write for a steamer chair two or three days in advance of sailing, as this will insure proper attention. The chair should be placed on the windward side of the vessel. Chairs are paid for when assigned. A deck steward will ask persons to vacate the chairs after they have been rented on request of the passenger renting the same. At least one heavy woolen steamer rug should be provided for each passenger. These rugs are very apt to become wet with the spray and should be taken to the stateroom at night. They should not, however, be placed on electric radiators, as this is apt to char them.

In making the eastward trip, the steamer chair should be placed on the south side of the deck in as shady a spot as possible. It is not considered etiquette of the sea to move the position of a steamer chair when once selected. Be sure your name is placed on the chair in some conspicuous position, either by a tag or otherwise.

A pillow for the steamer chair is a luxury which can be readily provided. It should be supplied with ribbons or tapes so that it can be fastened to the back of the chair. Pillows should be small enough to be used as a headrest. Other pillows for the bottom of the steamer chair can be provided. They can be readily left in the steamer trunk to await the return travel.

ATTENTIVE STEWARDS
Bring Soup and Tea to those who Desire it and Meals to the Ailing

PACKAGES DELIVERED ON STEAMER

Baskets of fruit, boxes of books, as supplied by Brentano's, should reach the steamer in ample time before sailing—if possible the day before. Flowers should reach the steamer an hour before sailing. Florists are used

to this kind of trade and make all the arrangements with almost unerring success. Passengers can have flowers kept in cold storage until ship arrives. Liquors should not be sent as presents, as it is forbidden for passengers to supply their own liquors. The stateroom number should be put on all package labels.

CHANGE OF TIME

At sea the ship's time changes daily, and the clocks which are usually found in the companionways are corrected. Travelers' watches should be set accordingly as the hours of meals, etc., are dependent entirely upon these clocks.

TIME AND WATCH ON BOARD SHIP.

WATCH. For purposes of discipline, and to divide the work fairly, the crew is mustered in two divisions; the Starboard (right side, looking forward) and the Port (left). The day commences at noon, and is thus divided:—

Afternoon *Watch*	....	noon to 4 p. m.
First Dog "	....	4 p.m. to 6 p.m.
Second Dog "	....	6 p.m. to 8 p.m.
First "	....	8 p.m. to midnight.
Middle "	....	12 p.m. to 4 a.m.
Morning "	....	4 a.m. to 8 a.m.
Forenoon "	....	8 a.m. to noon.

This makes seven WATCHES, which enables the crew to keep them alternatively, as the *Watch* which is on duty in the forenoon one day has the afternoon next day, and the men who have only four hours' rest one night have eight hours the next. This is the reason for having *Dog Watches*, which are made by dividing the hours between 4 p.m. and 8 p.m. into two *Watches*.

Time—Time is kept by means of "Bells," although there is but one bell on the ship, and to strike the clapper properly against the bell requires some skill.

First, two strokes of the clapper at the interval of a second, then an interval of two seconds; then two more strokes with a second's interval apart, then a rest of two seconds, thus:—

BELL, ONE SECOND; B., TWO SECS.; B. s.; B. ss.; B. s.; B. ss.; B.

1. Bell is struck at 12.30, and again at 4.30 6.30, 8.30 p.m.; 12.30, 4.30, and 8.30 a.m.

2 Bells at 1 (struck with an interval of a second between each—B. s. B.), the same again at 5, 7, and 9 p.m.; 1, 5, and 9 a.m.

3 Bells at 1.30 (B. s, B. ss. B.) 5.30, 7.30, and 9.30 p.m.; 1.30, 5.30, and 9.30 a.m.

4 Bells at 2 (B. s, B. ss, B. s, B.) 6 and 10 p.m.; 2, 6, and 10 a.m.

5 Bells at 2.30 (B. s. B. ss. B. s. B. ss. B.) and 10.30 p.m.; 2.30, 6.30, and 10.30 a.m.

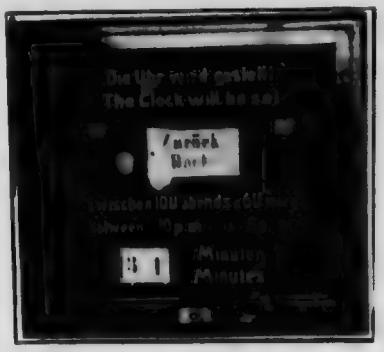
6 Bells at 3 (B. s, B. ss, B. s, B. ss, B. s, B.) and 11 p.m.; 3, 7, and 11 a.m.

7 Bells at 3.30 (B. s, B. ss, B. s, B. ss, B. s, B. ss, B) and 11.30 p.m.; 3.30, 7.30, and 11.30 a.m.

8 Bells (B. s, B. ss, B. s, B. ss, B. s, B. ss,. B. s, B.) every 4 hours, at noon, at 4 p.m. 8 p.m., midnight, 4 a.m., and 8 a.m.

MEAL HOURS AT SEA

The hours for meals at sea vary with the line and vessel. Breakfast is usually served at from eight to nine o'clock; luncheon, from one to two o'clock, and dinner at seven P. M. Where there is a second seating these hours are apt to vary. Times for meals are usually posted in the staterooms or the stewards will be glad to inform the passengers. Bouillon and crackers are served on deck and in the companionways, and tea is served at



Notice that Clock will be set Forward or Backward

four o'clock. On some lines it is possible to get a supper at nine o'clock in the evening, and on other lines there is a buffet supper in the smoking room in the evening, which is apt to be elaborate. Passengers hungry at any time can always obtain something on application to the steward; no one need ever go hungry at sea. The sea air is so invigorating that the steamship companies expect to furnish very full meals, except for those who are physically incapacitated on account of seasickness.

The Cunard Steamship Company have decided to eliminate Queenstown altogether as a port of call for their eastbound mail ships. The slower liners "Caronia" and "Carmania" will call at Queenstown on both their east and westbound trips in the summer. By the saving of time in dropping Queenstown, it is expected that passengers from the "Mauretania" and "Lusitania" will reach London on Monday in time to connect with the nine o'clock mail train via Dover-Calais, which will land them in Paris at 5.50 a. m. Tuesday morning. This will land passengers in Paris from eighteen to twenty-four hours earlier than by the present Cherbourg service. Special carriages for passengers to the Continent via the Great Western Railway will be slipped at Reading, thus cutting out London on the trip to Dover.

CULINARY DEPARTMENT

The Galley's Best Advertisement

In former years the supply of salted meat, hardtack, etc., for the equipment of the steamer formed the most essential part of the catering, which was occasionally improved by carrying cattle on the hoof, and the victualing and culinary arrangements closely connected therewith, belonging to the most important department of the modern passenger vessel, have been considerably improved and changed during the last twenty years, owing to great advancement in the art of cold storage. These improvements and changes have attained a degree of perfection which is not excelled in the first-class hotels in even the largest cities. The improvement made even in the catering for the steerage passengers during the last two decades plays an important part in the kitchen arrangements. The competition of the steamship lines, as well as governmental regulations, have both been effective.

The arrangements which have had to be made by the kitchen and bakery, owing to this great advancement, have given rise to the adoption of arrangements which are totally different from those formerly used. The modern bakeries, situated between-decks, bake delicious bread and rolls of all kinds, while the bakeries of the pastry cooks and confectioners are famous. A steward of one of the large transAtlantic liners told the writer that the allowance for food for each first class passenger was $2.50 a day, without counting fuel, cooking, or any charge for service. On one of the large coastwise lines, the boast of the manager of the line was that the food for the first class passengers cost only 67 cents a day per passenger. From this it will be seen that there is every desire to be liberal as regards the table of the first class. The table of the second class is equally good, considering the passage money paid, and is far better in every way than will be found in the ordinary country hotel. The food is better cooked and better served, and there are apt to be fully as many fresh vegetables.

The necessity of catering for 1,000 or 1,200 first and second class passengers on the modern express liners

Poultry from the Cold Storage Room is Always in Good Condition

presents conditions which are paralleled only by the most luxurious hotel. About twenty kinds of warm dishes, besides hot beverages, must, as a rule, be prepared for breakfast on the modern passenger steamer. The luncheon comprises, in addition to the introductory course and salads, which latter are prepared daily and in a large number of different ways, three or four different soups, and eleven or twelve warm dishes, besides four or five dif-

ferent vegetables and an ample supply of cold dishes. The dinners on some of the ships consist of ten or twelve courses.

The culinary apparatus used on the modern steamers comprise steam boiling apparatus for boiling vegetables, as potatoes, kitchen ranges of the most modern construction and ample facilities for grilling. The mechanical equipment is very considerable, consisting of coffee mills, spice grating machines, cream whipping machines, mayonnaise mixers, meat mincing machines, knife cleaning and sharpening machines, and buffing heads for polishing silver, as well as the dish washers. All of these are actuated by electricity. So perfect is the ventilation that there is absolutely no odor of any description in the first class saloon.

Adjoining the kitchen are the pantries, where the warm beverages are prepared. Here will also be found the ingeniously constructed mechanical apparatus for boiling eggs, which raise the eggs out of the hot water in exactly the number of minutes required. Here are also the great plate warmers and refrigerators necessary to supply the vast number of hungry passengers. The issue room and storeroom are closely connected with the kitchen and pantry. The issue room provides for the daily supply and resembles a large grocery store. Below are the storerooms in which the supplies are issued, also the wine vault and the cold storage rooms for meat and poultry.

All passenger steamers are now equipped with refrigerating machines, by which not only the saloon passengers, but also the steerage passengers, can be supplied with fresh meat daily, as well as fish, fresh vegetables, butter and beverages which must be kept cold. The cost of provisions two years ago for one line was four million dollars for one year.

A vast number of employees are necessary for preparing and serving the meals for the first class passengers alone. The entire management for the saloon is under the control of the chief steward and his assistants. The work schedule of stewards is so arranged that you never have the same room and table steward.

THE GALLEY
With their Steam Cookers the Galleys are kept Scrupulously Clean

The training of the kitchen personnel is most important, and one line has, for a period of fifteen years, been sending its head cooks to the European capitals and to New York for purposes of special study in the first-class hotels, in order to suit the taste of every passenger.

Within a year or two it has been possible to carry living fresh fish, and also to dress the same at any time during the passage. One is amazed when the fresh fish tanks on the awn-

ing deck are seen for the first time. Here carp, pike, trout, etc., may be found contentedly swimming around in the tank. When they are needed the cooks take them out of the water with nets and they are taken down to the galley. On one line engaged in trans-Atlantic traffic there is a kitchen garden with strawberries, etc., in pots, which permits of hothouse delicacies being served *en route*.

THE PANTRY
Everything Possible is Hung Up to Avoid Breakage

The price paid for ocean passage may at times seem high, but it should be remembered that everything must be carried on the steamer, even to a glass of water. This necessitates, of course, great expense, for the weight of everything must be considered *as freight*.

On some lines the meals are à la carte, on other lines the dinner at least is served like a table d'hote dinner. For the convenience of passengers who do not wish to make their own selections, suggestions are often made in the form of small menu cards which will be served on request. On some lines, special menu cards are printed for little dinners given by parties, and we give an example of such a dinner.

Tomatoes San Francisco
Consommé Théodora
Boiled Sole, Sauce Moscovite
Filet of Beef St. Florentine
Philadelphia Capon Lettuce Salad
Tutti Frutti Ice Cream Anis Pastry

The following is a bill of fare on one of the English lines, the meal being dinner. It will be seen that almost all tastes can be gratified.

Blue Points
Lax on Toast Radishes
Green Turtle
Potage Bloum
Halibut, Shrimp Sauce
Noisettes of Veal, Milanaise
Broiled Squabs on Toast

Sirloin of Beef, Potato Croquettes
Haunch of Mutton, Currant Jelly
Duckling, Apple Sauce
Brussels Sprouts Carrots & Turnips
Boiled Rice
Boiled & Soufflé Potatoes
Partridge, Crumbs, Bread Sauce
Cold Cumberland Ham
Salad
Pudding au Citron
Apricots, Conde
Madeleines
French Ice Cream
Cod Roe

I.
Hors d'oeuvres à la Suédoise
Chervil Soup with Dumplings
Fried Sole, Sauce Tartare
Roast Hare à l'Allemande
French Pullet
Compot Salad
Ice Cream Panaché

II.
Consommé, Vermicelli
Blue Tench, Butter, Horseradish
Tournedos, Mushrooms
Glazed Sweetbreads à la Trianon

THE GALLEY
Is where Delicious Food is Prepared by Experienced Chefs for the Cabin Passengers

Here is a dinner menu from one of the German lines:

Thickened Oatmeal Cream Soup
Consommé Andalouse
Boiled Haddock, English Egg Sauce
Roast Pork
Green Kale Potatoes Parisienne
Leg of Mutton
Stewed Prunelles Romain Salad
Fruit Pie

Here are two more menus for dinner and one for supper, also on a German liner:

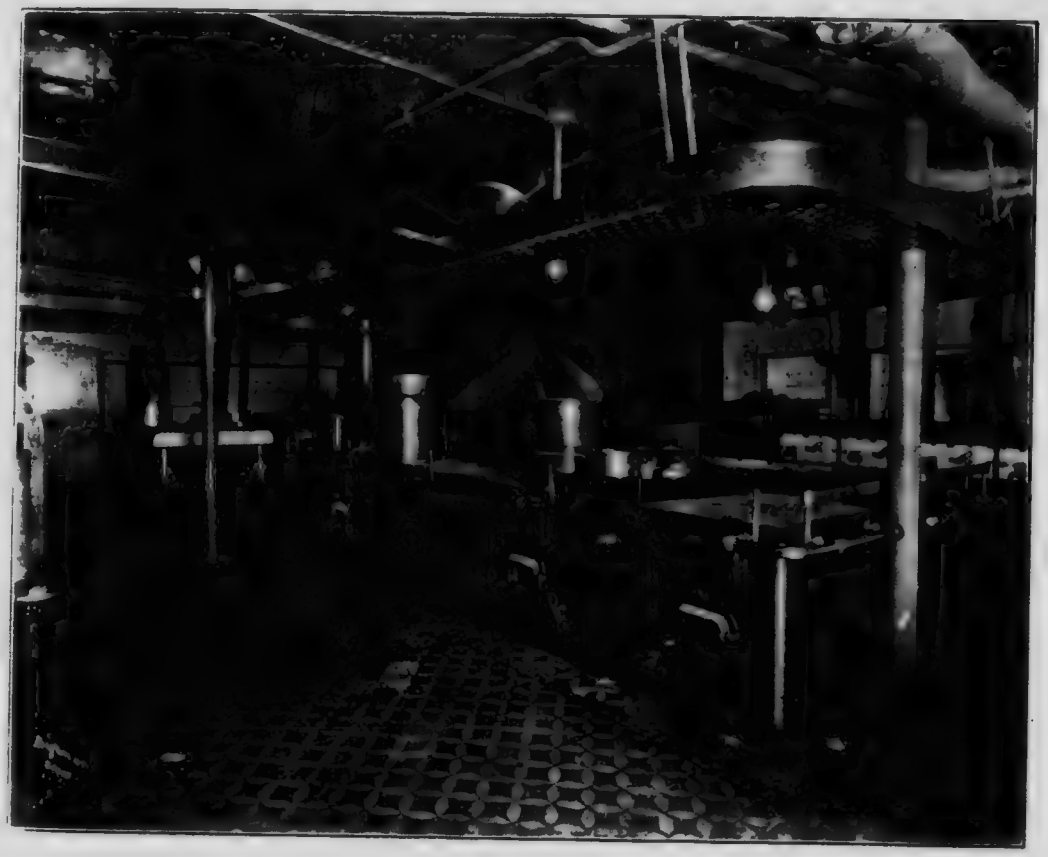
Pheasant
Compot Salad
Nesselrode Pudding, Sauce Chaudeau

III. (Supper).
Potage Diplomate
Filet of Perch Pike au vin blanc
Larded Fricandeau of Veal à la Milanaise
Tutti Frutti Ice Cream
Vanilla Pastry

These are in turn selected from the *carte du jour*, which is here given in extenso:

Hors d'oeuvres:
Hors d'oeuvre à la Suédoise
Potages:
Chervil Soup with Dumplings
Consommé, Vermicelli
Potage Diplomate
Poisson:
Fried Sole, Sauce Tartare
Blue Tench, Butter, Horseradish
Filet of Perch Pike au vin blanc
Entrees:
Roast Hare à l'Allemande
Tournedos, Mushrooms
Glazed Sweetbreads à la Trianon

Pheasant
Légumes:
Cauliflower
Early June Peas à l'Anglaise
Asparagus
French Fried Potatoes, Parsley Potatoes
Mashed Potatoes
Compote:
Preserved Cherries
Prunes
Salade:
Lettuce Salad—Tomato Salad
Salad Romain
Entremets:



THE GALLEY
On an Ocean Liner is Firmly Anchored so that it is Secure in all weathers

Larded Fricandeau of Veal à la Milanaise
Ragout of Chicken à l'Indienne
Corned Tongue in Burgundy
Grill (To Order 15—30 min.):
Mixed Grill, consisting of:
Filet mignon, Lamb Chops
Kidneys, Sausages, Tomato
Underloin Steak, Entrecôte, Sirloin Steak
Lamb Chops, Mutton Chops
Plats du jour:
Leg of Lamb, Pommes Paysanne
Rôtis:
French Pullet

Ice Cream Panaché
Nesselrode Pudding, Sauce Chaudeau
Tutti Frutti Ice Cream
Chocolate Ice Cream
Vanilla Pastry
Cheese: Camembert, Prairie, Swiss
Fruit Coffee

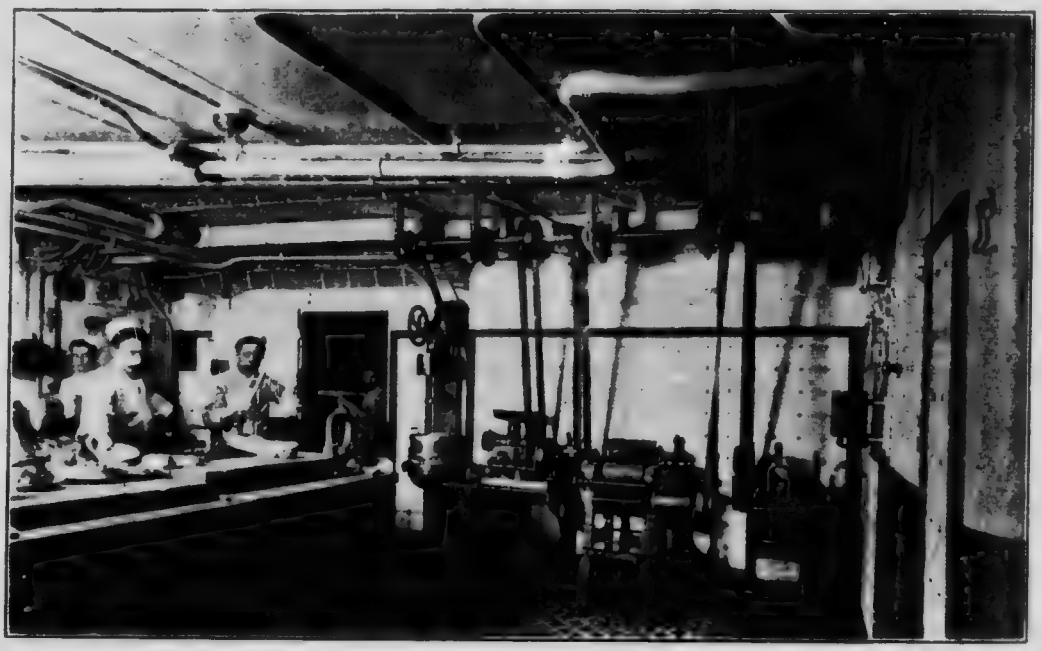
A breakfast menu is as follows: This might be served on any line, English or German.

BREAKFAST.

Apples Oranges Grapefruit
Oatmeal Hominy Milkrice

Salted Codfish in Cream
Grilled Sole Maitre d'Hôtel
Kippered Herring
From the Grill: Beefsteak
" " " French Mutton Chops
Fried Sausage, Mustard Sauce
Rostock Steak
Vienna Veal Steak
Filet Mignon Rossini
Fried Yorkshire Ham
Fried Wiltshire Bacon
Sauté and Baked Potatoes
French Fried Potatoes
Potatoes Macaire
Griddle-Cakes:
Cerealine & Buckwheat
New-laid Eggs

Every first class passenger has access to the restaurant. The prices charged are similar to those of the grill room in the famous Carlton Restaurant, London. An allowance of $25.00 is made to every first class passenger on ships where the Ritz's Carlton restaurant service is in commission, provided that no meals be taken in the main saloon. In some cases where the passengers eat little, if at all, this arrangement is rather economical, especially on a very fast steamer which only occupies a small number of days in making a passage. Passengers who



A MECHANICAL KITCHEN
Which Makes the Cook's Work Light, by Grinding, Cutting and Pressing

Scrambled Eggs Orientale
Omelette Parisienne
Eggs De Lesseps
Banana Pancake
German Pancake
Fruit Jelly Marmalade Ginger
Cocoa Chocolate Coffee Tea
Coffee freed from Caffeine
Fresh Milk & Cream
COLD: Roastbeef Turkey
Assorted Sausage
Gorgonzola & Edam Cheese

We also reproduce a *carte du jour* of the Ritz's Carlton restaurant on board a large express steamer. The idea of having a restaurant on an ocean liner is rather novel. Steamers which have this innovation have the restaurant in addition to the private dining room. appear regularly at the ship's tables will usually find at the end of the voyage the restaurant has been much more expensive than if they had taken their meals on the regular plan. It is possible to change from the regular service to the restaurant service on the first day, provided notice is given to the purser immediately after sailing. The special regulations, etc., relating to this matter vary on different lines, and the purser should be consulted. Passengers who have engaged their passage without meals, and who on account of seasickness desire to have their meals served in their rooms or on deck, will receive their order either from the kitchen of the restaurant.

Hamburg-Amerika Linie

Ritz's Carlton Restaurant

an Bord des D. „Kaiserin Auguste Victoria"

17. 12. 1909.

Carte du Jour

Déjeuner

Hors d'Œuvres variés 1.50
Saumon fumé 1.-
Jambon de Westphalie 1.50

Royal Natives 4.-
Cervelas de Strasbourg 3.-
Salade de Bœuf 1.-
Mayonnaise de Poisson 1.-
Œufs Bercovitz

Potages

Crème de Tomates 1.50
Consommé aux Œufs filés 1.50

Ouefs

Œufs sur le plat Villars 2.-
Œufs pochés au vin rouge 2.-
Œufs cocotte à la crème 1.-p.p.

Œufs brouillés Niçoise 2.-
Omelette Bretonne 2.-
Œufs gelés à la langue 1.-p.p.

Poissons

Sole grillé au beurre d'Anchois 3.-
Sole bonne femme 3.-
Filets de Sole Baltimore 2.50 4.-
Filets de Sole en Whitebait 2.50 4.-
Suprême de Barbue Richelieu 2.50
Homard Nantgotte et Cornay 4.-6.-

Maiaiis frits en l'ingnette 2.50
Epaulles au vin blanc 2.50
Turbot au beurre noire 4.50 4.-
Barengo Bernaise 2.-
Truites à la Villeroy
Chubotin Maitre d'Hôtel

Plat du jour: Filet de Bœuf Renaissance 2.50

Entrées

Poulet Grillé au Jambon 6.-
Côtes d'agneau Lingasa 3.-
Escalopes de Veau aux Epinards 3.-
Croquettes de Riz de Veau à la Greque 2.50
Croquilles de cervelle au gratin 2.50
Pudeau Ramanda 7.-
Filet de mignon d'Agneau St. Pequahts 2.50

Châteaubriand Bedoie et Champignons
Poulet sauté fonds d'Artichauts 6.-
Rognons sautés Bedoie 4.50
Saucisses au vin blanc 2.50
Faisan casserole Parmentier
Grouse à l'Allemande
Filet d'agneau Printanier

Buffet froid

Langue - Jambon - Pressed Beef - Roast Beef - Poulet - Suprême Jamette.

Légumes

Pointes d'asperges 2.- Choufleurs 2.- Artichauts 2.- Epinards
Haricots verts 1.- Petits pois 1.- Pipes Bordelaise 1.- Endives 1.-
Tomates sautées 1.50 Purée de Marrons 1.- Haricots beurrés 1.-
Carottes Vichy 1.- Céleri au jus 1.- Pommes soufflées 1.-

Entremets

Charlotte de Pommes St. Abricots 2.- Soufflé Gd. Marnier
Coupe de Cerises 2.50 Poires Impériales 2.50 Coupe Monegasque 2.-
Pommes au beurre 2.- Pêches Melba 3.50

Glaces: Maraschino - Citron - Café - Fraise - Vanille 1.50

1 Mark = 1 shilling = 25 Cents = 125 centimes.

RITZ-CARLTON MENU

If possible, orders should be omitted during the busiest hours of the day, say from 1 to 3 and 6.30 to 8.30. Vouchers should be signed for the above-mentioned meals. Meals are usually served à la carte; breakfast 7.30 to 11; luncheon 1 to 3; dinner 6 to 8.30. The orchestra usually plays from 1 to 3, and from 7 to 9 in the restaurant. Supper can be obtained up to 11.15 at night. A person whose means are very limited will hardly be able to travel having restaurant service, but the cost of food may be readily figured from the bill of fare, the prices being given in marks: Thus, a portion of filet of beef costs 2½ marks; asparagus tips, 2 marks; ices, 1 mark 50 pf. From this it will be seen if all meals are taken in the restaurant the expense will be easily $6.00 or $7.00 a day; fees are given *at each* meal! With this information the reader can readily determine this matter of living at sea.

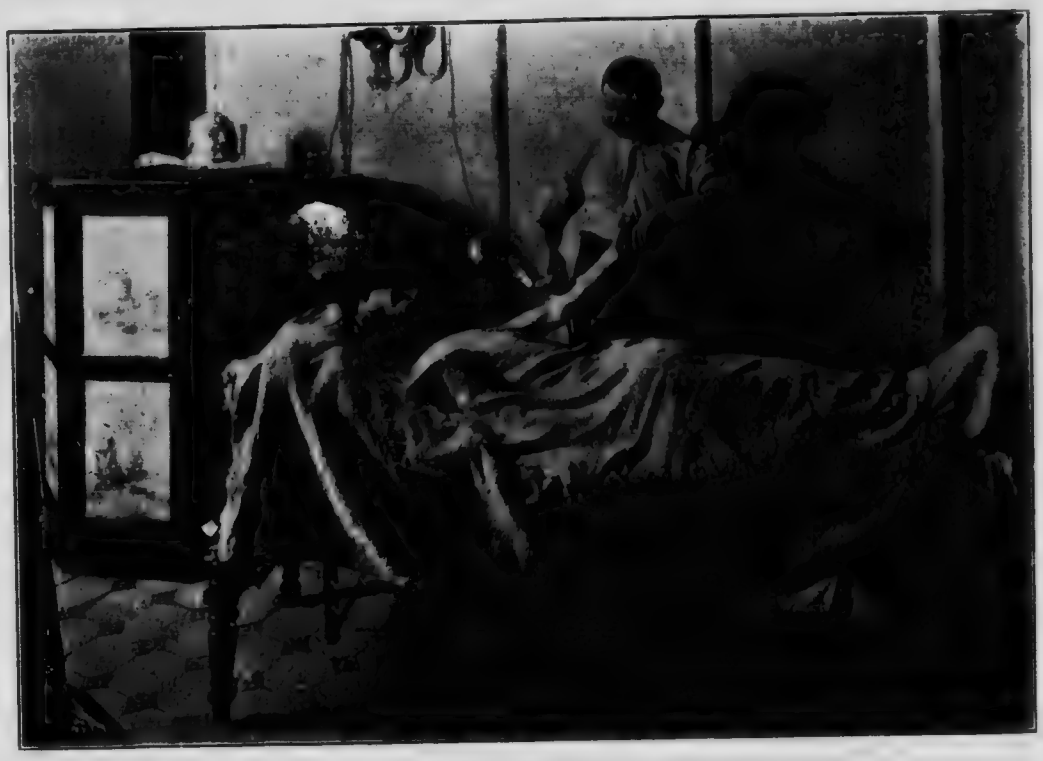
Third class traveling is entirely practicable in England and Scotland, also Wales, but the third class is not recommended for Ireland.

20,000 tourists visit Norway each season.

SMOKING ROOM

Cigars can be purchased on the steamers, but it is recommended that smokers carry a box of cigars, each one of which is wrapped in tinfoil and wax paper; this will keep the cigars in prime condition. The sea air is very destructive to the flavor of tobacco. Smoking is not allowed in staterooms or in the companionways, but is allowed on deck and in the smoking room, and usually in the lounge.

Passengers are not allowed to take liquors on board for their own use, but they can purchase all they require at the bar at more moderate rates than on shore, either by the glass or bottle, as there are no duties to pay. Wine, beer and mineral waters are also carried by every steamer and are for sale at moderate rates. Wine cards should be signed for wine, but the stewards should be paid for all other articles at the time of consumption, as they *cannot be charged*. The head steward will collect at end of voyage. All accounts in the smoking room are payable at the time.



ELECTRIC MASSAGE AND THE ELECTRIC BATH
Are Luxurious Accessories

THE BARBER

The barber is an important adjunct to the comfort of the male passenger on the modern trans-Atlantic steamship. In addition to performing the various functions of a barber, he also usually sells caps, pocketbooks, fountain pens, souvenir postal cards and other souvenirs, as well as pressing clothes and doing minor repairs to the clothing. The charges are usually fixed by the authorities of the line, and vary somewhat with the different lines. Shaving is one shilling, or twenty-five cents; hair dressing and

THE BARBER SHOP

shampooing is usually done for the same fee on English lines. The hours are usually from seven in the morning to seven in the evening; the passenger is not expected to apply for a haircut or shampoo except between the hours of noon and 5.30 P. M. Accounts with the barber are settled immediately after each transaction.

BATHS

An ample supply of baths for both men and women are provided on the modern liner. The men's baths are in charge of special bath stewards, who will prepare a bath at the same hour each morning. The room steward will arrange the time with the bath steward. Ladies desiring baths should consult their stewardess. All those having baths are expected to give gratuities to the bath steward or the stewardess. See special section relating to fees. Fresh or salt water, hot or cold is supplied at will. One steamer has one entire deck with a bath for every stateroom, 86 in all.

On some of the latest vessels an electric bath is provided for the use of passengers.

On one or two vessels, Turkish baths are provided, which consist of the usual hot and cold rooms, steaming rooms, plunge bath and massage couch. The plunge bath is usually open to gentlemen from 6 to 8 without charge, and Turkish baths are usually available from 9 to 12 for ladies, and from 2 to 6 for gentlemen. The expense is usually $1.00.

LETTERS FOR RETURN BY PILOT

Passengers who are desirous of sending letters to friends should have them ready and stamped at least half an hour before the pilot is dropped. On vessels leaving New York, American stamps must be affixed; on vessels leaving England, English stamps must be used, and the same with other foreign countries.

During the voyage letters may be posted in the special box provided for the purpose, and where there is a sea post office, they will be sorted *en route*.

Passengers wishing to send telegrams and cablegrams, or Marconigrams, should apply at the purser's office. That official, or his clerk, usually issues a receipt for the amount of the charges paid. Passengers should keep these receipts, as complaints about the loss of telegraphic messages cannot be remedied if no receipts can be produced in support of such claims.

TOILET ACCOMMODATIONS

The modern ship offers adequate toilet accommodations which in the vessels of twenty years ago did not exist. The closets are flushed with sea water by means of special pumps and piping. Where private bath rooms are secured a private closet is included. A red light usually indicates the ladies' toilet and the gentlemen's toilets. Lavatory accommodations are provided in all.

HAIR DRESSING AND MANICURING

Several of the principal steamships carry a ladies' hair-dresser and manicurist. The rates are usually fifty cents for hair-dressing and seventy-five cents for hair-dressing and shampooing. The rate for manicuring is usually fifty cents.

BEDDING

Sufficient bedding and towels are provided by the company, and an extra supply may be obtained by sending for the room steward. It is not permitted to take pillows or blankets on deck. An ample supply of cold fresh water is provided daily to every stateroom for the use of every passenger. Warm water for shaving and washing purposes can be obtained in the morning, or before luncheon and dinner. It is customary for the room steward to bring hot water in the evening even without asking.

READING MATTER

On certain ships there are book stalls where works of fiction, travel, guide books and periodical literature can be obtained. Such stands should be on every vessel. Periodicals are sold on the piers of all lines. Every steamer carries a library for the free use of passengers. Books can be taken to staterooms, but should be returned to the library steward before landing. Remember that he has to pay for all books lost. The SCIENTIFIC AMERICAN will be found in the reading rooms of 150 ocean and coastwise steamers, and on 250 library and café cars on railways in the United States.

MANICURING
Is a Facture on Many Ships

DEPARTMENT STORE

On one ship at least there is a "department store," so-called, although it is only a counter where notions and other articles needed by travelers are sold. Similar stalls should be on all ships, although the barber often supplies the minor necessaries of life.

FRESH FLOWERS

On some one or two ships a florist's shop is carried, ensuring fresh flowers during the voyage.

The following is a list of the ocean and coast-wise steamship companies where the SCIENTIFIC AMERICAN will be found:

Allan Line.
American Line.
Anchor Line.
Canadian Pacific Steamship Co.
Great Northern Steamship Co.
Hamburg American Line.
Holland-America Line.
Mallory Line.

North German Lloyd Co.
Ocean Steamship Co.
Quebec Steamship Co.
Red Star Line.
Southern Pacific Co.
Ward Line.
Cunard Line.
Clyde Line.
White Star Line.

The SCIENTIFIC AMERICAN will be found in the weekly edition on the following railroads:

New York Central & Hudson River R. R.
New York, New Haven & Hartford R. R.
Boston & Albany R. R.
Pennsylvania R. R.
Southern Railway.
Atlantic Coast Line.
Seaboard Air Line Railway.
Michigan Central.
Chicago Northwestern.

THE MARINE BOOK STALL

Chicago, Milwaukee & St. Paul R. R.
Illinois Central R. R.
Chicago & Great Western.
Chicago & Alton R. R.
Northern Pacific Railway.
Cincinnati, Hamilton & Dayton R. R.
Frisco System.
Canadian Pacific Railway.
St. Louis & San Francisco.
Southern Pacific Railway.
Ogden Short Line.

WRITING MATERIALS

Writing materials are furnished free of charge on all steamships and are usually in charge of the library steward, who often sells souvenir postal cards as well. Stationery can also be had at various hotels in Europe and also at cafés, where a moderate charge is made. Travelers should not fail to carry a fountain pen, and at least two fillers carried in different parts of the baggage, as a filler is apt to become broken and is not easily replaced except in the very largest cities. The fillers which come with a bottle of ink in a wooden case are particularly recommended, as there is no chance whatever of the ink spilling no matter what the position of the bottle. Such bottles are heavy, however.

FANCY WORK FOR LADIES

Ladies will find a little fancy work will occupy spare moments, especially if the weather is so bad that the deck is not agreeable.

CLOTHES PRESSING

Repairing and pressing of clothes can usually be arranged for either through the stewards or the barber. The charges vary with the line of work required.

LAUNDRY WORK

On some of the ships in the Asiatic and Pacific trade, laundry work is done on board. This is a great convenience to travelers. So far as we know this has not been adopted on any trans-Atlantic steamer as yet, although a limited amount of washing can usually be provided for by the stewardesses, but the practice is not recommended.

WIRELESS TELEGRAPH

A full account of the wireless with rates, etc., will be found elsewhere. See pages 83-89.

DAILY NEWSPAPER

Quite a number of ships have daily newspapers, thanks to the wireless. The news columns are meagre, but serve at least to take away the "cut-off" feeling. The reproduction on next page shows that it is hardly a substitute for the New York "Sun" or "Times." The Cunard Company inaugurated this service. A small price (1d.) on the Cunard line is charged for the papers and a set for the voyage is also sold.

STOCK REPORTS

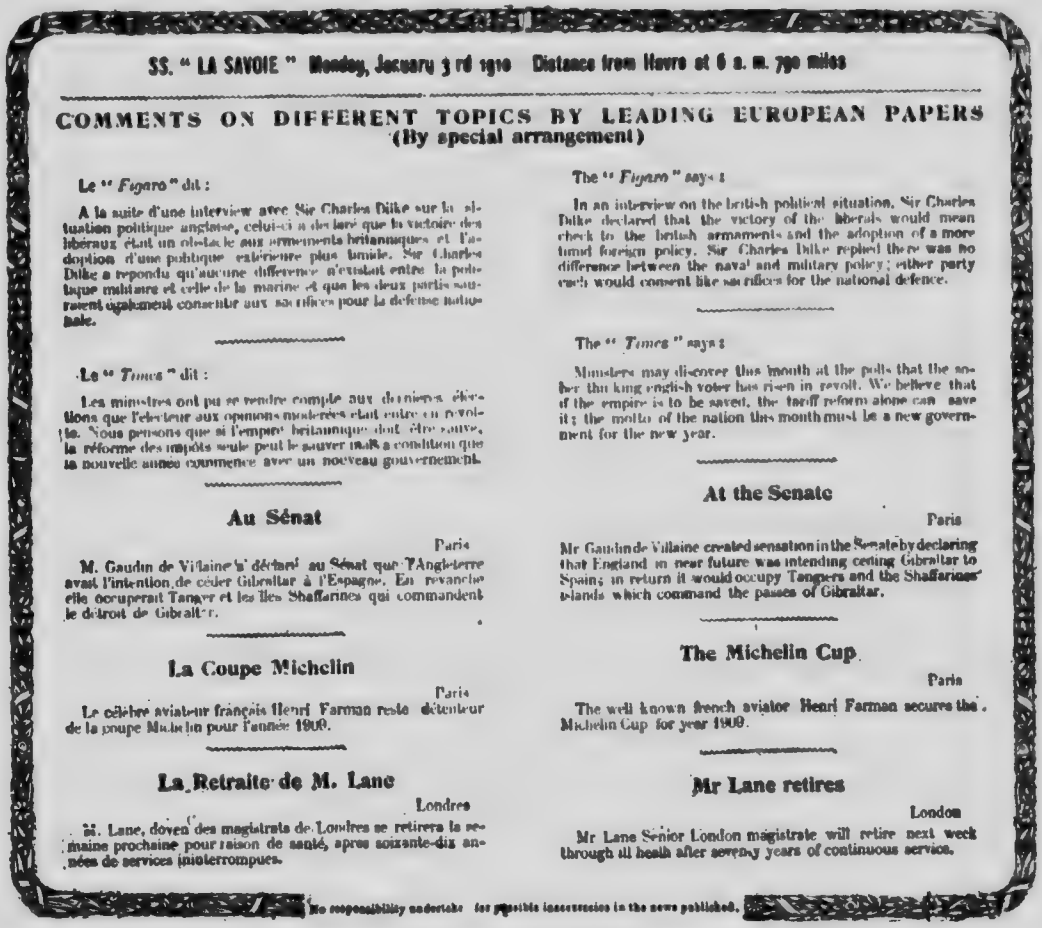
Many of the latest ships receive stock reports almost all the way over. Some lines do not care to give information of this character, thinking that the voyage should be devoted to recuperation. The reports are, of course, sent by wireless and relayed from ship to ship, when necessary.

GYMNASIUM

On some steamers a gymnasium is provided for the use of passengers, and no charge is made for the use of the appliances which are largely of the Swedish type. The mechanical hobby-horses afford excellent exercise, while the couch with the massage roller which travels up and down the back, will often relieve headache and other forms of nervous ailment, and also produce refreshing sleep. In cases of indigestion, the massage with antagonizing massage rolls are recommended. On some vessels the gymnasium is open certain hours for gentlemen and certain hours for ladies. In other cases they are open for both at all times.

DIVINE SERVICE

Sunday is observed on many liners, especially the English vessels, where the Church of England service is used. A collection is taken up for seamen's charities. A shilling or more may be given. The plate is often passed on the deck also, so that all may contribute.



SS. " LA SAVOIE " Monday, Jacuary 3 rd 1910 Distance from Havre at 6 a. m. 790 miles

COMMENTS ON DIFFERENT TOPICS BY LEADING EUROPEAN PAPERS
(By special arrangement)

Le " *Figaro* " dit :

A la suite d'une interview avec Sir Charles Dilke sur la situation politique anglaise, celui-ci a déclaré que la victoire des libéraux était un obstacle aux armements britanniques et l'adoption d'une politique extérieure plus timide. Sir Charles Dilke a repondu qu'aucune différence n'existait entre la politique militaire et celle de la marine et que les deux partis sauraient également consentir aux sacrifices pour la défense nationale.

Le " *Times* " dit :

Les ministres ont pu se rendre compte aux dernières élections que l'électeur aux opinions modérées était entré en révolte. Nous pensons que si l'empire britannique doit être sauvé, la réforme des impôts seule peut le sauver mais à condition que la nouvelle année commence avec un nouveau gouvernement.

Au Sénat

Paris

M. Gaudin de Villaine a déclaré au Sénat que l'Angleterre avait l'intention de céder Gibraltar à l'Espagne. En revanche elle occuperait Tanger et les îles Shaffarines qui commandent le détroit de Gibraltar.

La Coupe Michelin

Paris

Le célèbre aviateur français Henri Farman reste détenteur de la coupe Michelin pour l'année 1909.

La Retraite de M. Lane

Londres

M. Lane, doyen des magistrats de Londres se retirera la semaine prochaine pour raison de santé, après soixante-dix années de services ininterrompues.

The " *Figaro* " says :

In an interview on the british political situation, Sir Charles Dilke declared that the victory of the liberals would mean check to the british armaments and the adoption of a more timid foreign policy. Sir Charles Dilke replied there was no difference between the naval and military policy; either party each would consent like sacrifices for the national defence.

The " *Times* " says :

Ministers may discover this month at the polls that the sober thinking english voter has risen in revolt. We believe that if the empire is to be saved, the tariff reform alone can save it; the motto of the nation this month must be a new government for the new year.

At the Senate

Paris

Mr Gaudin de Villaine created sensation in the Senate by declaring that England in near future was intending ceding Gibraltar to Spain; in return it would occupy Tangiers and the Shaffarines' islands which command the passes of Gibraltar.

The Michelin Cup

Paris

The well known french aviator Henri Farman secures the Michelin Cup for year 1909.

Mr Lane retires

London

Mr Lane Senior London magistrate will retire next week through ill health after seventy years of continuous service.

No responsibility undertake for possible inaccuracies in the news published.

THE DAILY PAPER

Is a Reality on Many Steamers. The News Items are Rather Brief, but without the Wireless there would be None

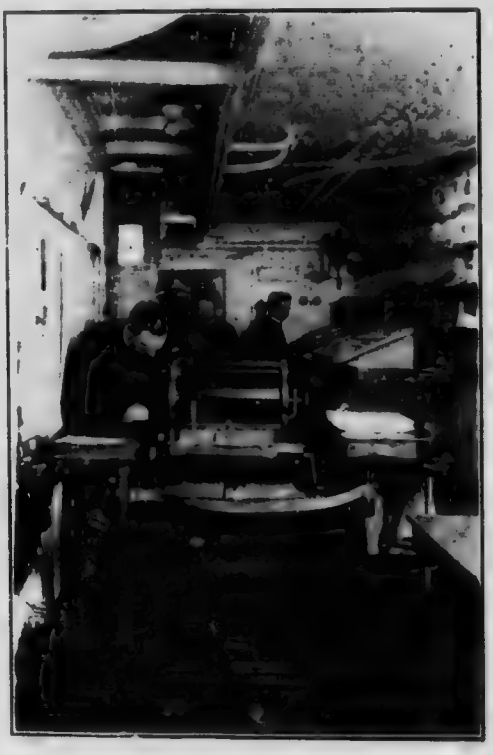
TYPEWRITER

Some vessels carry one or more typewriters who do copying and take dictation from passengers. As far as possible business should be left at the gang-plank on embarking.

A small package of toilet paper is often useful, particularly in Italy and Spain.

DECK GAMES AND AMUSEMENTS

Deck quoits, shuffle-board, bull-board, and other games are provided on the deck without any charge, under the direction of the quartermaster. Chess, dominoes, and other indoor games can be obtained on application to the library steward. Games of cards are also permitted in the lounging or other public rooms. Gentlemen should be very cautious about playing cards, or other games, with strangers, as professional gamblers are



MAKING READY ON THE ELECTRIC PRESS
to Print the Daily Newspaper with the Marconi Messages

constantly crossing the Atlantic, looking out for the unwary. There is nothing unusual in the captain posting a notice in the smoking room warning passengers against gamblers. Games of chance are not usually allowed on Sundays in any of the public apartments in deference to the views of the greater number of passengers.

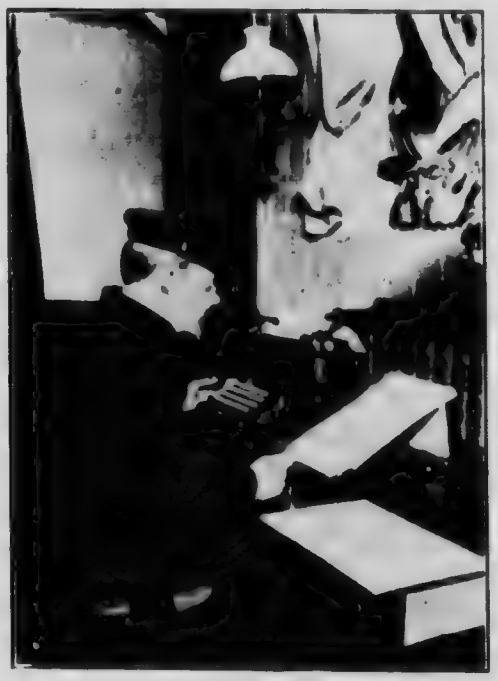
The pillow fight on the spar is a source of great amusement. Two men armed with pillows sit astride the spar and try to knock each other off. It requires a great deal of knack to keep one's balance while someone is pounding you with pillows. The players are not allowed to touch the spar with their hands. When a man begins to waver, the other redoubles his attack, and slowly, but surely, the defeated player tumbles off the spar into the canvas which has been spread to save him. One of our engravings shows Ex-President Theodore Roosevelt acting as umpire in a pillow fight.

THE POOL OF THE SHIP'S RUN.

There are two kinds of pools on the ship's run, which are made up in the smoking-room. The simpler variety is known as "Hat Pool" because the drawing is done from a hat or cap. The smoking-room steward prepares papers like a ballot numbered 1, 2, 3, 4, 5, 6, 7, 8, 9, and 0. Ten take part in the pool by paying ten shillings or $2.50 each. This entitles them to draw a number from the hat. The one who draws the number which coincides with the last figure of the ship's run in sea miles at the time when the log is taken at noon the next day gets the entire sweepstakes. Thus if the run was 568 miles, the one who drew No. 8 would win $25.00. It is customary for the winner to give ten per cent. of his winnings to the smoke-room steward who arranges the details of the drawing.

The "Auction Pool" is more complicated. It is more interesting in a way, as the players really bid against the actual run. Twenty people get together and pay twenty shillings for the privilege of drawing a number blindly from a hat, the numbers running from say 540 to 560, or in other words, from 540 to 560 sea miles based on the captain's calculation, which is asked from him by courtesy. After the first drawing has been done by the original members of the pool, each number is auctioned off by some one who is appointed as auctioneer. Each of the original members of the pool who have paid their twenty shillings must enter the competition if they wish to retain their number. They can also compete for any other number. The bidding is apt to be brisk and when the number is knocked down, one-half of the money paid goes to the original member of the pool who drew the number which was contained in the hat, and the other half goes in the pool. If the original owner of that number bids his own

number back he has to pay one-half of his bid to the pool. When all the numbers have been auctioned off they put to auction what are called the "high field" and the "low field." The "high field" includes *all* the numbers above the highest number which has been auctioned in the pool; thus, to go back to our 560, everything above 560 should be in the "high field." The "low field" includes all the numbers below the lowest number of the pool; thus, 539 would belong to the "low field." These two fields, high and low, usually sell for a high price at the auction. The pool is always arranged



EDITING THE DAILY NEWSPAPER

for the evening before the run of the ship at the time when the log is made at noon. The captain's calculations may be correct provided the conditions of weather, etc., remain the same as when the guess was made. Here, however, comes in the element of chance; if head winds, heavy seas or fog are encountered, a low field would be run; but if clear weather, fair winds should predominate, the result would be entirely different and the ship might run ahead of the sea miles which the captain guessed. The successful holder of the winning number is entitled to the entire pool, which is always a matter of hundreds of dollars, and it is not unusual for the pool to be worth as much as $5,000. Sometimes a certain percentage of this is given to charity for the widows and orphans of seamen of the line.

"DECK QUOITS"

In playing this game six rope rings are used, the object being to throw the largest number of rings over a spindle attached to a horizontal piece of wood which sets on the deck of the vessel. The proper distance for throwing the rings is eight feet for ladies and twelve feet for gentlemen. The start is usually made nearer to the spindle and the distance is then increased. The score is kept upon a small blackboard, which is usually provided, or with pencil and paper. Any number of persons can play the game.

"BULL BOARD"

"Bull Board" is one of the favorite games at sea. It is played with the aid of a padded board which is like an inclined plane. This board has numbers upon it, also a square lettered "B." Rubber disks or little bags of sand are thrown at the board, the aim being to get the discus or the little bag of sand on the highest numbers. Six disks are used in playing the game, and the one having the highest score wins. If a disk falls on the "B" the player is disqualified or else he loses his score and is obliged to begin again. Any disks knocked off numbered spaces are lost.

RULES FOR PLAYING SHUFFLE-BOARD

On page 127 is shown the way in which the sailors lay out the diagram in chalk on the deck of the vessel. The game gives exercise, and several parties are usually playing at the same time. The paraphernalia, which is simple, consists of weights which are pushed by sticks, as shown in our engraving. Each one plays in turn, and nothing is scored until the finish of the round, when the players are credited with the number of points marked in the squares occupied by their weights. The piece of an opponent may be struck out of the square altogether. Should one of the weights remain in the apsidal at the bottom, marked "minus 10," this is deducted

from the player's score. In order to win, the player must score exactly 50 points; all over that number are subtracted from 50. Thus, if a player scores the 46 and he scored 8 points more, 4 would be added to make his count 50 and 4 would be deducted, which would thus leave a score of 46. Sailors are always glad to give details as to playing ring toss and other games.

MUSIC

On many lines small string orchestras are carried on the steamers, and their services are paid for by the company, but occasionally a plate is passed around by some of the passengers on the day before landing, and on some of the German lines there is a band and passengers are expected to contribute for their benefit. The offering is made when the steward collects for the passengers' wine bills; the word *musik* being printed across the bottom of the bill. Nearly every steamer carries a piano which can be used by passengers.

CONCERTS

A concert is often held at sea, although they are not as frequent as in former years. The talent, which is often surprising, is obtained from the passengers. Only those who can really do something worth while should accept an invitation to take part, as the audience is apt to be critical. A contribution is often taken for the benefit of some seamen's charities. Programs (six pence or a shilling) are sold for the same purpose. National anthems form a part of the program, and it is regrettable that so few Americans have not more than a passing acquaintance with "America," or "The Star Spangled Banner," while an Englishman is sure to know "God Save the King," and "Rule Britannia." To assist the memory, words and music of the National Anthems follow; versions vary greatly, particularly in the "Marseillaise," so the French words are given as well. The increasing shortness of voyages seems to be the cause of the decadence of the ship's concert. On German boats the captain's dinner takes its place.

On one or two vessels a winter garden is provided, tastefully decorated with palms, tropical plants, and flowers, affording a most delightful resort for passengers who can listen to the orchestra.

QUOITS
Serve to While Away the Morning

AMERICA.

Rev. S. F. Smith. Henry Carey.

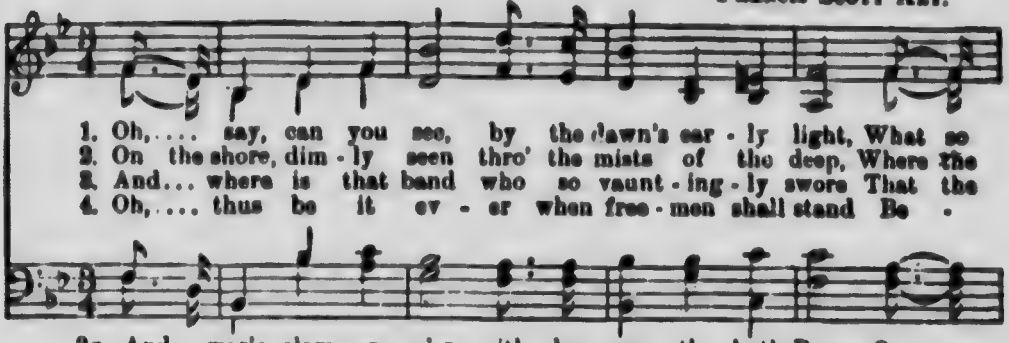
1. My coun - try! 'tis of thee, Sweet land of lib - er - ty,
2. My na - tive coun - try, thee—Land of the no - ble free—
3. Let mu - sic swell the breeze, And ring from all the trees,
4. Our fa - thers' God! to Thee, Au - thor of lib - er - ty,

Of thee I sing; Land where my fa - thers died! Land of the
Thy name I love; I love thy rocks and rills, Thy woods and
Sweet free - dom's song; Let mor - tal tongues a - wake; Let all that
To Thee we sing; Long may our land be bright With free - dom's

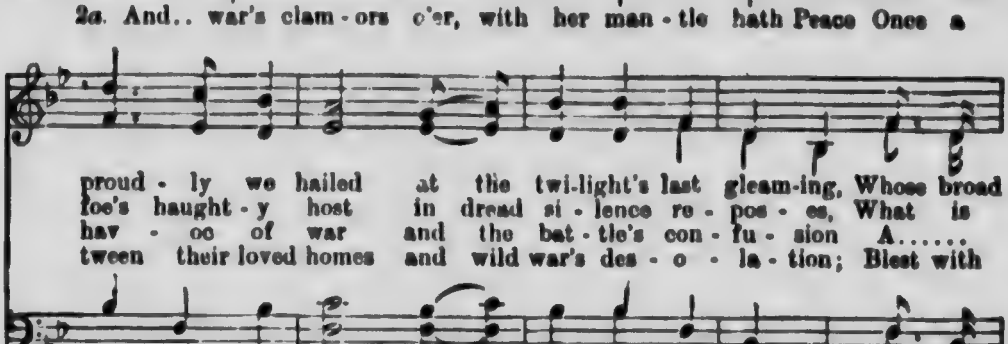
Pilgrim's pride! From ev - 'ry moun-tain side Let free - dom ring.
tem - pled hills; My heart with rap - ture thrills Like that a - bove.
breathe par - take; Let rocks their si - lence break, The sound pro - long.
ho - ly light; Pro - tect us by Thy might, Great God, our King.

THE STAR-SPANGLED BANNER.

FRANCIS SCOTT KEY.

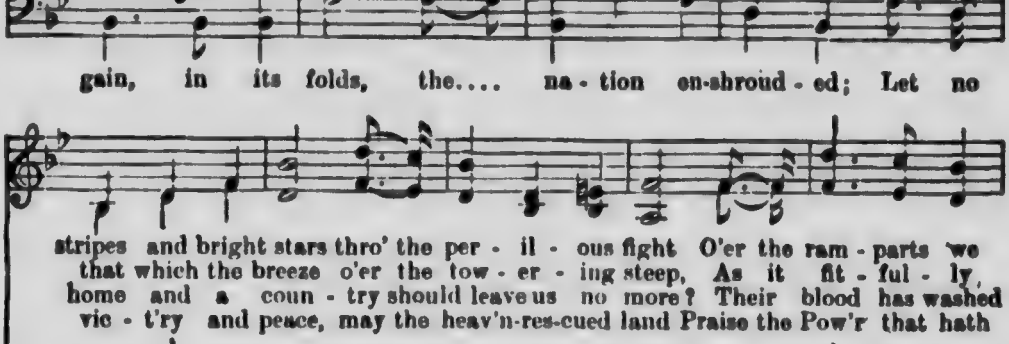


1. Oh,.... say, can you see, by the dawn's ear - ly light, What so
2. On the shore, dim - ly seen thro' the mists of the deep, Where the
3. And... where is that band who so vaunt - ing - ly swore That the
4. Oh,.... thus be it ev - er when free - men shall stand Be -



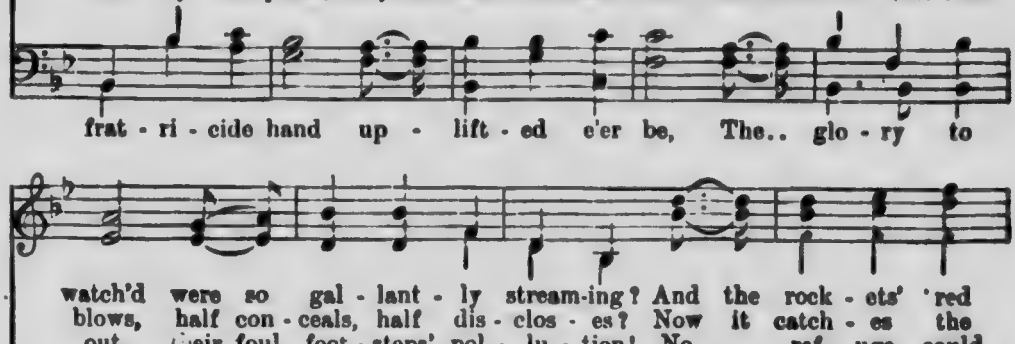
2a. And.. war's clam - ors o'er, with her man - tle hath Peace Once a

proud - ly we hailed at the twi-light's last gleam-ing, Whose broad
foe's haught - y host in dread si - lence re - pos - es, What is
hav - oc of war and the bat - tle's con - fu - sion A.....
tween their loved homes and wild war's des - o - la - tion; Blest with



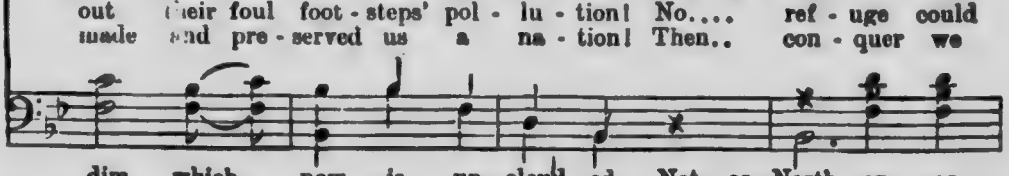
gain, in its folds, the.... na - tion en-shroud - ed; Let no

stripes and bright stars thro' the per - il - ous fight O'er the ram - parts we
that which the breeze o'er the tow - er - ing steep, As it fit - ful - ly,
home and a coun - try should leave us no more? Their blood has washed
vic - t'ry and peace, may the heav'n-res-cued land Praise the Pow'r that hath



frat - ri - cide hand up - lift - ed e'er be, The.. glo - ry to

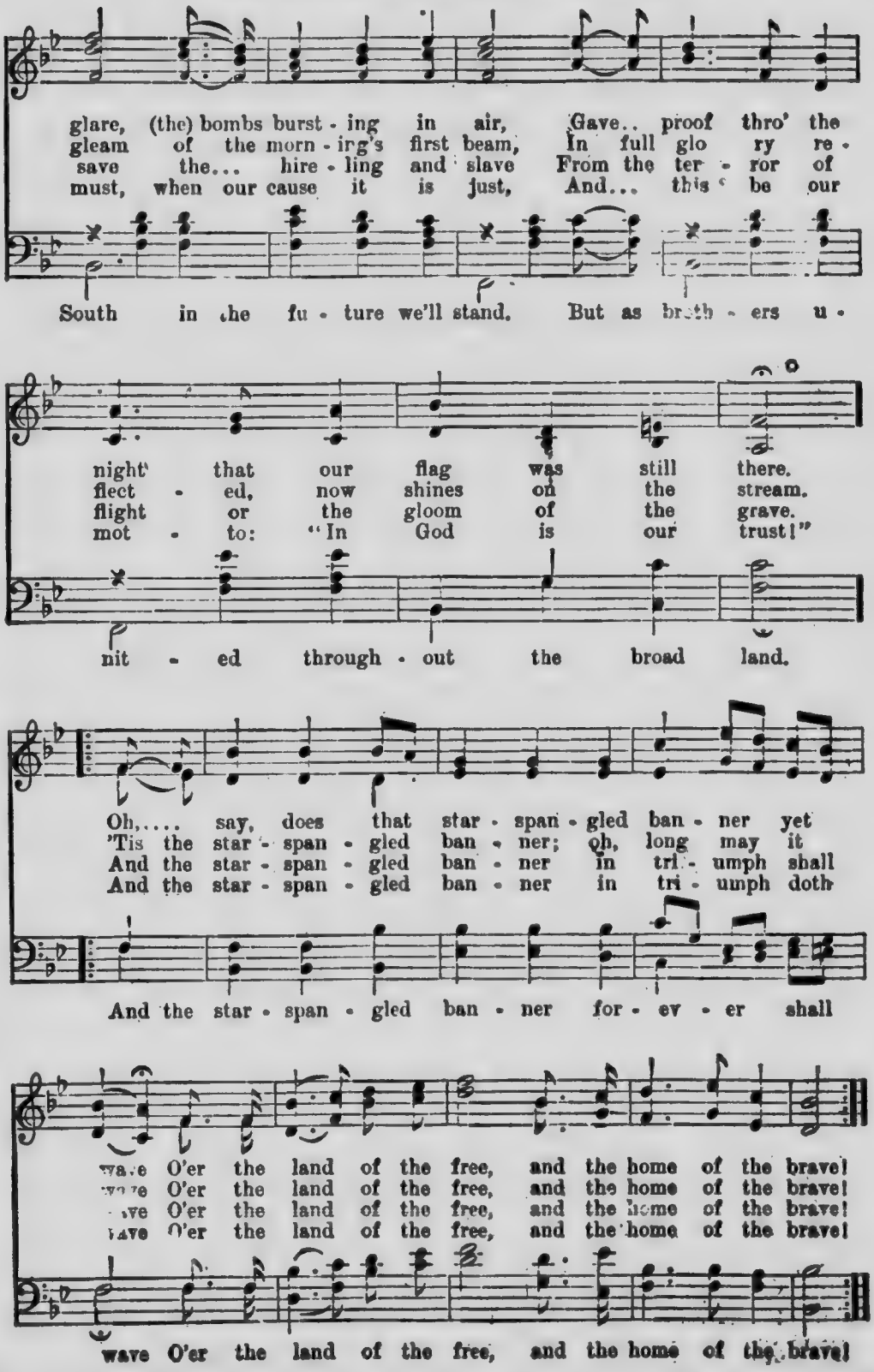
watch'd were so gal - lant - ly stream-ing? And the rock - ets' 'red
blows, half con - ceals, half dis - clos - es? Now it catch - es the
out their foul foot - steps' pol - lu - tion! No.... ref - uge could
made and pre - served us a na - tion! Then.. con - quer we



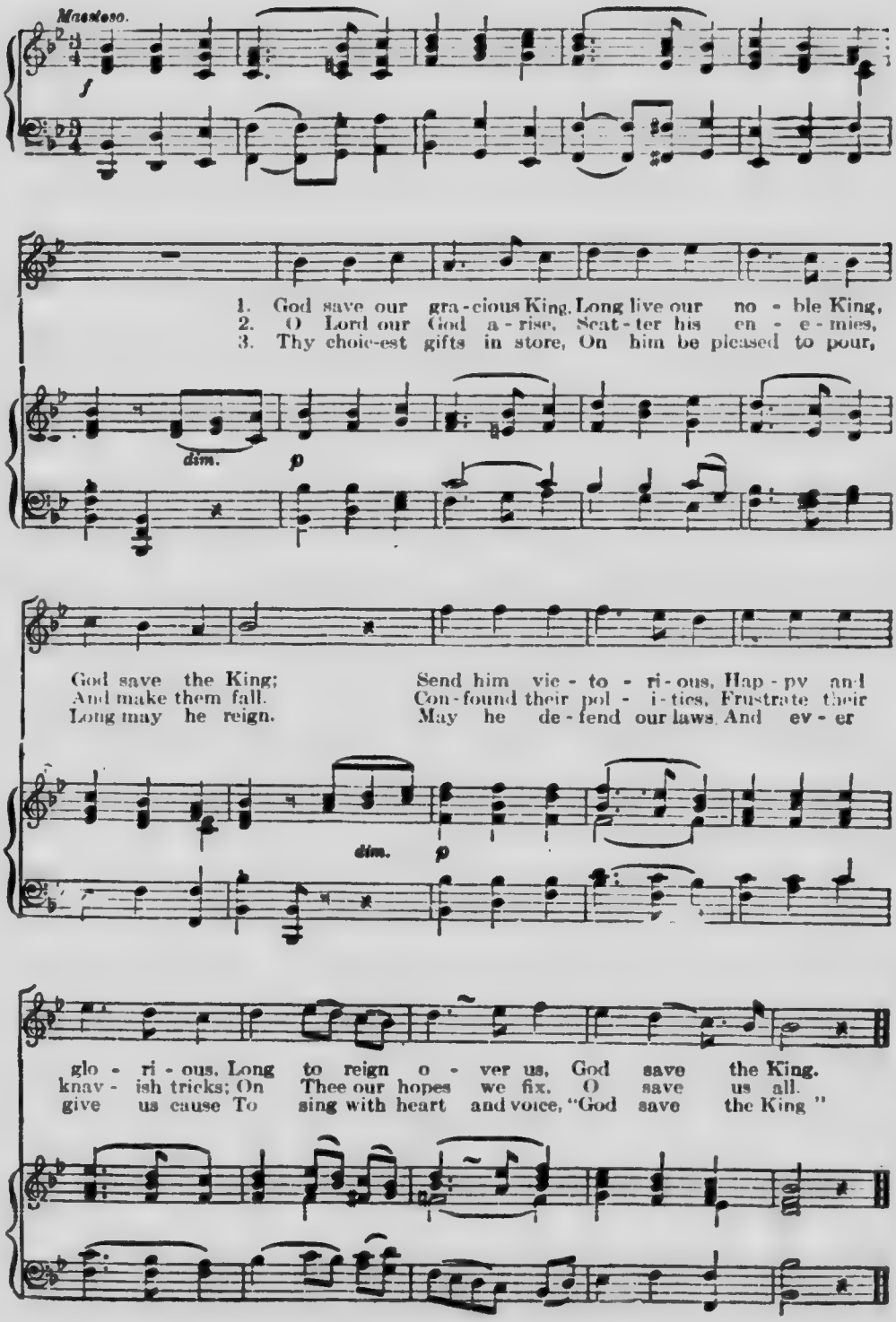
dim which.. now is un - cloud - ed. Not as North or as

NOTE.—The stanza numbered 2a was written for the Great Peace Jubilee, held at Boston in 1872, where it was sung by a chorus of 10,000 voices.

THE STAR-SPANGLED BANNER.



GOD SAVE THE KING.



RULE, BRITANNIA.

SONG WITH (AD LIB.) CHORUS.

THOMSON. Dr. ARNE (1710-1778).

UNISON.

1. When Bri-tain first . . at Heav'n's com-mand A-rose . . . . from out the
2. The na-tions not . . so blest as thee, Must in . . . their turn to
3. Still more ma-jes - tic shalt thou rise, More dread - - ful from each
4. The mu-ses still . . with free-dom found Shall to . . . thy hap-py

az - ure main, a - rose, a - rose, a - rose from out the az - ure main,
ty - rants fall, must in their turn, must in their turn to ty - rants fall.
for - eign stroke, more dread-ful, dread-ful, dread-ful from each for-eign stroke,
coast re-pair, shall to thy hap-py coast, thy hap-py coast re - pair,

This was the charter, the char-ter of the land, And guar-dian an - gels sang the strain.
While thou shalt flourish, shalt flour-ish great and free, The dread and en - vy of them all.
As the loud blast, the blast that rends the sky, Serves but to root thy na-tive oak.
Blest Isle with beauty, with match-less beau-ty crown'd And man-ly hearts to guard the fair.

1st time SOLO, *2d time* CHORUS.

never, never, nev-er

Rule, Bri-tan-nia! Bri-tan-nia rule the waves, Bri-tons nev-er, nev-er shall be slaves.

THE MARSEILLAISE.

ROUGET DE LISLE, 1792.

f

1. Ye sons of freedom, wake to glo - ry! Hark, hark, what myr-iads bid you
2. O Lib-er-ty! can man re - sign thee, Once hav - ing felt thy gen-'rous

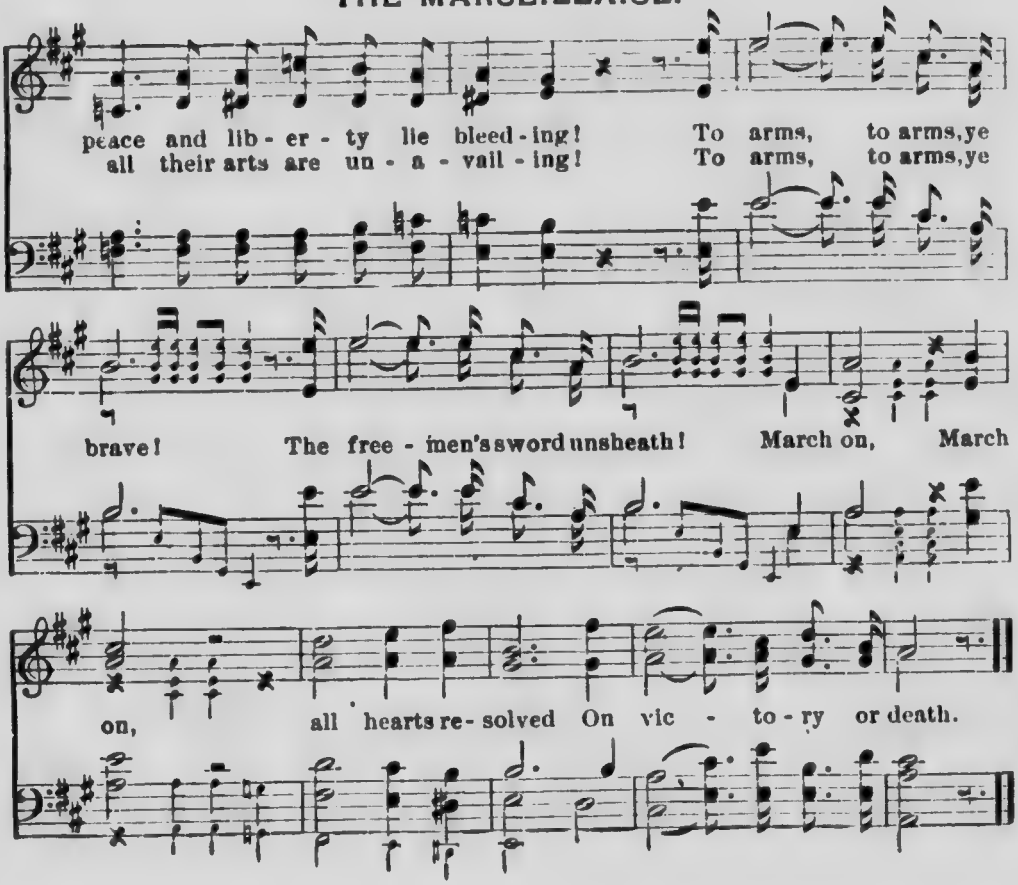
rise! Your chil-dren, wives, and grand-sires hoar - y! Be-hold their
flame? Can dungeons, bolts, and bars con - fine thee? Or whips thy

tea and hear their cries, Be - hold their tears and hear their
no ble spir - it tame; Or whips thy no - ble spir - it

cries! Shall hate-ful ty - rants, mis - chiefs breed-ing, With hire-ling
tame? Too long the world has wept, be - wail - ing, That falsehood's

hosts, a ruf - fian band, Af-fright and des-o - late the land, While
dag - ger ty - rants wield; But free-dom is our sword and shield, And

THE MARSEILLAISE.



THE WATCH ON THE RHINE.

Poetry by MAX SCHNECKENBURGER — Music by CARL WILHELM.

Allegro energico.

1. A roar like thunder strikes the ear, Like clang of arms or break - ers near, Rush for-ward for the Ger-man Rhine! Who shields thee, dear beloved Rhine? Dear Fa - ther-land, thou need'st not fear, Thy Rhineland watch stands firmly here! Dear land, dear
2. A hun-dred thousand hearts beat high, The flash darts forth from ev - 'ry eye, For Teu -tons brave, inured by toil, Pro-tect their country's holy soil.
3. When heavenwards as-cends the eye, Our he - roes' ghosts look down from high; We swear to guard our dear be-quest, And shield it with the Ger-man breast.
4. As long as Ger-man blood still glows, The Ger-man sword strikes mighty blows. The Ger-man marksman take their stand, No foe shall tread our na-tive land!
5. We take the pledge, the stream runs high, Our ban - ners proud are waft - ing high; On for the Rhine, the German Rhine, We all die for our na - tive Rhine. Hence, Fa - ther-land, be of good cheer, Thy Rhineland watch stands firmly here! Dear land, dear

Fa - ther-land, thou need'st not fear, Thy watch, thy Rhine-land watch stands firm -ly here!

ff

DIE WACHT AM RHEIN.

1 *Er blickt hinauf in Himmelsau'n,*
Da Helden Väter niedeschau'n,
Und schwört mit stolzer Kampfeslust,
"Du Rhein bleibst deutsch wie meine Brust."
Lieb Vaterland, etc.

2 *So lang ein Tropfen Blut noch glüht,*
Noch eine Faust den Degen zieht,
Und noch ein Arm die Büchse spannt,
Betritt kein Feind hier deiner Strand!
Lieb Vaterland, etc.

3 *Der Schwur ertönt, die Wogen rinnt,*
Die Fahnen flattern hoch im Wind.
Am Rhein, am Rhein, am deutschen Rhein,
Wir alle wollen Hüter sein!
Lieb Vaterland, etc.

SEASICKNESS

The subject of seasickness is an all-important one to eighty per cent. of the ocean travelers. It must be said that the boats of large tonnage have minimized this distressing ailment to a remarkable degree; the bilge keels have also tended very materially to reduce this discomfort. The causes and etiology are as yet imperfectly understood. Some hold the cause depends upon the altered or affected functions of the nervous centers, others refer the cause to the regurgitation of bile into the stomach, and still others to irritation of the liver by the unusual movements of the body. There is something to be said for each one of these alleged causes, but one thing is very certain, that when a landsman goes to sea, unless he is an excellent sailor, the movements of the ship and the shifting lines and surfaces unsettle his visual stability, as the different inclinations unsettle his muscular sense. The consequent derangement thus caused reacts on the nerve centers and upon the visual sense, thus producing nausea and vomiting. Persons with particularly irritable stomachs or of highly sensitive nervous system are particularly liable to seasickness, while with certain individuals the symptoms of seasickness are exhibited simply by going on a vessel at a pier. In this case, imagination is a potent factor. The fact that visual impressions predispose travelers to seasickness, suggests that a sensitive individual when on deck should shut his eyes.

Many preventive measures have been suggested, and numerous nostrums have been sold for this purpose, but preventive measures are practically limited to the regulation of diet before a voyage. Food for some days previous to sailing should be plentiful, but of a light and nutritious character; food should not be taken for at least five or six hours before going on board. The bowels should be kept open with a saline aperient water or by calomel. If you are susceptible to seasickness always get as near the center of the dining saloon as possible, and try to get as near the companionway as possible. Grape-fruit, limes, etc., are excellent

GAMES AT SEA—BULL BOARD

in cases of seasickness, also brandy and ice in small doses. Champagne is recommended by many doctors for this ailment; it should be taken in small doses, using a champagne tap. Use Hunyadi or Apenta water freely or laxative salts. A hot-water bag placed at the pit of the stomach is sometimes efficacious. Three or four drops of chloroform on a lump of sugar often prevents a bad attack of illness. Considerable doses of sodium bromide and antipyrine often give relief. The best all-around remedy is chlorobrom; this is a combination of chloramide and potassium bromide. It should be noted that this is not chloroform. Ammonium bromide is often efficacious. Great care should be used in eating if you are disposed to seasickness. All greasy meats, pastry, etc., should be eschewed. Ham and bacon, pork in all forms, should be left severely alone. Of all beverages, beer and stout are undoubtedly the worst for those who are predisposed to seasickness. Remain on deck as much as possible if you feel ill, and get as far away from your neighbors who are ill as space will permit. Remember that seasickness is only a matter of two or three days in most cases; in the majority of instances symptoms are all over by the third day, and by the fourth day the traveler could visit the steerage with impunity. Some travelers, however, are always sick from port to port, and they naturally dread the voyage intensely. There is very little hope for the comfort of people who are so afflicted. A little aromatic ammonia or cologne water is often very pleasant in cases of illness. The ship's doctor can do very little to relieve passengers who are seasick. If they knew of a really successful remedy, they would hardly be in the merchant marine service, as they would be enabled to put a really reliable preparation on the market with great profit to themselves. One remedy which has often been recommended is morphine in small doses, say a fiftieth of a grain. The writer, however, remembers an instance when one-fiftieth of a grain of morphine was used and the traveler who took it was the only one sick out of over five hundred pas-

SHUFFLE BOARD
The Greatset Game at Sea

sengers. Enough has been said about this disagreeable concomitant of the sea, except to give a few more "remedies":

Mosel-Lavalée recommends as a remedy for seasickness the following preparation:

Menthol	0.1 gramme.
Cocaine hydrochloride	0.2 gramme.
Alcohol	60.0 grammes.
Sirup	30.0 grammes.

A dessertspoonful to be taken at intervals of half an hour.

The following is recommended by a physician, as a preparatory treatment, to be begun before the trouble manifests its presence:

Sodium bromide	4 drachms.
Ammonium bromide	2 drachms.
Peppermint water	3 ounces.

A teaspoonful before meals and at bed time. Begin treatment three days before going on board. When preparatory treatment has been neglected and the difficulty fully established, put a teaspoonful in half a tumblerful of water, add a drop of fluid extract of ipecac, and give a teaspoonful every five minutes. It is said to generally relieve in less than half an hour.

Another doctor recommends the following:

Oxalate of cerium	2 grains.
Tincture valerian, ammoniated	1 drachm.
Water	1 ounce.

Take at one dose.

A German doctor gives the following, not as an absolute preventive, but as producing good results:

Sulphate of atropine	½ grain.
Sulphate of strychnine	½ grain.
Peppermint water	10 fl. drachms.

Fifteen minims of this solution is said to give a patient ease within half an hour of the time it is used hypodermically. The doctor does not depend wholly upon the above formula, but falls back on the following when the other fails him:

Caffeine	64 grains.
Salicylate of sodium	48 grains.
Distilled water	160 minims.

A solution of the above is to be made by the aid of a gentle heat. The remedy is administered hypodermically, the same as the former solution.

GETTING THE "SEA LEGS"

Landsmen are often joked by mariners, ancient and otherwise, about their "sea legs," but with a little care, however, it is possible to find one's "sea legs;" in fact, it is much easier than learning to dance. Select some sheltered corner of the deck for practice, where there is an absence of breeze. A long quiet roll is the simplest motion on the whole to overcome. When the ship rolls and pitches alternately the problem is vastly complicated. It will be readily understood that any permanent upright object on the deck of a vessel will be tilted or listed to an impossible angle as the ship rolls. Naturally, the only way in which such an object can maintain its equilibrium is for it to change its position to remain perpendicular despite the position of its base. The whole trick of keeping one's sea legs consists in keeping the body as nearly to a perpendicular position as possible, without any regard for the angle of the deck beneath. When the ship rolls, as it were, away from one, the body must be thrown in the opposite direction to maintain the balance. As the ship comes back the body should be swung over to the other side. The body, in short, should swing like a reversed pendulum. As the ship's deck falls away from the horizontal, the tendency will be for the body to go in the same direction. The ordinary land lubber who is taken off his guard by such a motion, involuntarily takes a step, or it may be a plunge, in the direction the ship takes. The scientific thing to do is obviously to throw one's body in exactly the opposite direction. There are several ways of doing this. One is to maintain his equilibrium by bracing the body with either foot. The beginner will brace himself by sticking out his foot to the high part of the deck. The plan, however, is awkward and calls for more effort than any other. The old salt braces himself from the other side easily and without, as a rule, changing the position of his feet.

It will be well for the beginner to practice this single step like a figure in dancing until it has been quite mastered before making any more ambitious attempt. It will, of course, be found much easier to practice standing with the ship pitching before trying to walk. The whole trick is in maintaining one's balance easily and without effort. The rest will come naturally. The first lesson, it will be seen, seems ridiculously simple, but the difference between the theory and practice is great and is only to be mastered with much practice. If the ship have much motion the exercise will be found to be downright hard work.

The sailor stands easily and firmly. His feet are braced against the motion of the ship, but from long practice he balances himself so easily that there is no suggestion of effort in his pose.

In maintaining his balance in this way the old salt rarely changes the position of his feet. An interesting object lesson may be had, for instance, when the officers take the sun or make other observations in rough weather. No matter how violently the ship rolls or pitches, a sailor will stand without moving his feet while he makes such a reading. A sailor again will scorn to hold on to anything, and yet his position is absolutely secure. The explanation is very simple. The body is balanced entirely from the knees. This is, of course, an advanced stage of the art and comes only after long practice.

ELEVEN O'CLOCK SOUP ON THE SUN DECK

DEATH OF PASSENGERS

It is a mistaken notion to believe that first or second class passengers who die at sea are consigned to the deep. In fact, every first-class steamer carries caskets, and the surgeon will embalm the body. He is entitled to a fee of twenty pounds for so doing. Deaths at sea are few, and bad health should not deter any one from making the voyage.

NURSE

An experienced trained nurse is carried by most large liners and is at the disposal of passengers who may become seriously ill.

FEES.

The question of the fees which are to be given on ocean steamers is a most important one, not entirely from the amount of the largesse involved, but owing to the possible annoyance which may be caused by a misunderstanding of the unwritten rules of the sea. Various books dealing with the subject of European travel give the very vague information that ten shillings, or $2.50, is to be given to each of the stewards, namely, the room steward and the table steward. This rate, however, is not fixed by any manner of means. The writer has prepared the following table after consultation with an ex-purser who has

been for many years in the trans-Atlantic trade, and it is believed to be both equitable to the stewards and fairly economical to the passenger. The fees which are to be given to the table steward may be reckoned at ten shillings, or $2.50 for each person occupying a seat at the table, but where there is a number in a party this amount can be slightly shaded. Thus, if there are five in the party, $10.00 would be considered to be an ample fee. The following sliding scale of fees for stateroom stewards is based upon the passage money paid *per berth* occupied:

	Per Person.
$80	$2.00
$100	2.50
$125	2.50
$250	3.00
$350	3.50
$400	4.00
$500	5.00

No scale of fees can be recommended to those having private suites, as the fee should be based on the services rendered. Where staterooms have a private bath, about $1.00 extra should be added to the compensation of the steward who has charge of the room, per person. This is about what would be given had the baths been taken in the common bath-rooms.

The bath steward will expect a fee of a dollar if several baths are taken. A fee of one shilling should be given for a single bath. The boys who clean the stairs, passageways, etc., are technically called "boots," and receive, on English lines, half a crown (two shillings and sixpence), and the equivalent would prove satisfactory on other lines. There is no difficulty at the end of the voyage in ascertaining who has been the particular person who has had charge of the shoe polishing. Shoes should be left outside of the door and they will be found cleaned in the morning.

The deck steward, provided that he does anything for a passenger, should receive about $1.00, or four shillings. It is not obligatory to fee the deck steward unless he has performed some actual services. Where ladies are in the party, it is customary to fee the deck steward, as he is apt to perform many services, such as locating steamer chairs, adjusting steamer rugs, etc. On some lines the smoke

EX-PRESIDENT ROOSEVELT UMPIRING A SPAR PILLOW-FIGHT AT SEA
Kermit Roosevelt is not absent

room stewards are not allowed to put out a tray for the reception of coins at the end of the voyage. If one has used the smoke room quite a good deal, a fee of fifty cents should be given. On some lines passengers arrange a subscription for the orchestra or band, and on some of the German lines the offering for "musik" is made when the payments are made to the steward for the wine account. Passengers should not feel, however, that this fee for "musik" is obligatory. The band is a source of great annoyance to many passengers, and they should not be compelled to pay for something which they did not enjoy. This is practically the list of fees as regards the male members of the party. Stewardesses who assist ladies should be given fees which may be reckoned at about two-thirds the fees which are given to the room stewards. Where no services have been rendered, no fees are expected. There are, however, very rare instances where this occurs. The fees to the room stewards, table stewards, and bath stewards, should not be evaded by the passenger. Passengers who object on principle to the paying of fees will find the end of their voyage very uncomfortable, and they will undoubtedly end in paying the fees which they have begrudged. It should be remembered that the stewards only receive a very small compensation from the company, and they nearly all have families depending upon them. Always figure that if you were not compelled to pay fees, your cost of ocean passage would be increased. The fees in the second cabin are about one-half those paid in the first cabin.

THE ROOMY PROMENADE DECK
Gives Ample Room for Chairs and Exercise

All fees are payable at the time of debarkation. Under no circumstances pay any fees whatsoever until the end of the voyage, as stewards' memories are apt to be somewhat short. A careful perusal of the hints relative to feeing will prevent annoying misunderstandings.

Some persons recommend that the head steward be feed immediately on coming aboard. This seems, however, like an unnecessary expense, as the conditions under which he is hired are entirely different from those of the or-

dinary steward. New conditions have introduced new problems into the feeing question; thus the gymnasium steward should be feed if the gymnasium has been used—fifty cents should be sufficient.

OCEAN STOP-OVER

Passengers who wish to disembark at a port of call when the steamer is going to other ports should notify the baggage master, or if there is none on board, the purser, in order that the baggage may be looked up and landed. Stop-over privileges are usually allowed on steamships, and the necessary arrangements can be made with the purser. No general rule can be given.

FOREIGN CUSTOMS

There are a number of articles which must not be imported into some countries. Thus, foreign matches and playing cards must not be imported into France, matches being a national monopoly. In England it is forbidden to bring in reprints of English copyrighted books; they are liable to be confiscated if found. Passengers landing in England are allowed to bring in a pint of drinkable spirits, or a half pound of cigars or tobacco. Such ticles must, however, be declared to the Customs inspector. All tobacco must be declared at the Italian Customs under penalty of a heavy fine. Living plants must not be brought into Germany, and the importation of medicines is prohibited in a number of countries on the Continent, such as France, Norway, Russia and Sweden. A sufficient quantity for the journey, however, is usually allowed. On the Continent enough cigars are usually allowed for a railway journey, say a cigar case full. Guns must pay duty in Germany, Belgium and Portugal. Special permits are required for the importation of guns in Spain. Dogs are free in most countries; we have already referred to the importation of dogs into Great Britain without a license.

The tables under statistical information give distances from principal ports abroad to places in this country.

THE KITCHEN GARDEN ON THE "AMERIKA"
First Strawberries are Grown in Pots

THE SEA POST OFFICE.

On many of the trans-Atlantic lines having mail contracts a "marine post office" is in operation. There are sea post offices on nearly all of the express steamers belonging to lines having mail contracts. The post office proper is usually located on the main deck of the steamer, while below it, say, two decks lower, is a large storage room. The post office is provided with the requisite sorting shelves, pigeon holes, packing and stamping tables, as well as bag stands, which serve to secure the bags for the reception of the sorted letters. Through a window in the door of the room the officials communicate with passengers (when necessary). The registered mail is sorted in a specially screened off space. The storage rooms are usually connected with the post office by electric elevators. If the mail is so bulky that the office rooms are not sufficient for its accommodation, part of the sealed mail sacks are stored in the hold of the ship. The post office clerks are accommodated in the first cabin, and the subalterns in the second cabin. On one of the German lines, for example, the staff consists of two German and two United States post office clerks, and three German post office subaltern officials, furnished by the postal administration of the German Empire alone, because this class of officials is not known in the United States postal service, where the work done by the German subalterns is attended to by the post office clerks. In the direction towards America, the German post office clerk, and on the trip to Germany, the United States post office clerk, is the chief official of the sea post office on board, and consequently is responsible for the mails. The passengers are not admitted to the sea post office rooms. It is the principal business of the post office clerks on the trips to New York to sort the United States mail, particularly letters and postal cards, in such a manner that they are ready either for immediate delivery in New York City or for transfer by the next inland mail; on the trips to Germany the mail for the German terminal post

THE ANCHOR WINDLASS
Is of Immense Size. Note the Size of the Man

offices is to be dealt with so as to have a large portion of the German mails ready for disembarkation at Plymouth and Cherbourg, whence they are forwarded to the places of destination by the faster overland routes. The post office clerks are, moreover, responsible for the methodical transfer and safe storage of the mails, for the emptying of the ship letter boxes and the handling of the correspondence deposited therein, they have to attend to ordinary and registered correspondence handed in at the post office window by the passengers and crew, to sell postage stamps, postal cards, etc., to the passengers and crew, to distribute correspondence arrived for the latter, and to watch over the safe delivery of the closed mails at the ports of call and the terminal port of the voyage. Furthermore, it is the business of the sea post office clerks to receive telegrams from the passengers and crew, during the trip from the last port of call to the German terminal port, to prepay them and forward them to the place of destination immediately after landing in the German port by a telegraph messenger provided by the post office of the said port. The sea post offices keep a stock of postage stamps, etc., of both the German and United States postal administrations for sale; for the payment of the postage, German postage stamps must be used when the articles are posted in German ports or on the trip from Germany to New York, and postage stamps of the United States must be used when the correspondence is posted in ports of the United States or during the trip from New York to Bremerhaven. During the stay of the steamer at ports of call, only such letters can be received as are prepaid by postage stamps of the country in which the port of call is located. Since January 1, 1909, a new tariff is in force by which letters are carried between the United States and Germany, and the United States and England, for two cents per half ounce. The ship letter boxes must be emptied at least once a day, and immediately before the arrival at each port touched on the line. All correspondence taken from the boxes is stamped with the date stamp,

SEA POST OFFICE ON THE "OCEANIC"
Here the Mail is Sorted En Route

which is changed daily. During the stay of the steamer at ports of call the ship letter boxes must be kept closed, so as to avoid letters prepaid by other than the stamps admissible for the respective country being dropped into them. Upon the arrival of the steamer at Quarantine Station at Staten Island the United States mail steamer is found in waiting to take the mail and convey it quickly to the harbor post

MAILING A LETTER AT SEA

office in New York, when the mail carts carry it to the district post offices or to the railway stations. The time is surely near when all fast steamers plying between New York and foreign ports will be fitted with floating post offices in which European and United States post office clerks will effect the postal traffic between the three continents of Europe, America and Asia for the benefit of trade and industry.

CIGARS

Cigars are good and cheap in Holland, fair in Germany and England, and are extremely bad in France, and the Italian cigars, particularly the so-called "Virginias," with a straw and broom corn to assist the drawing of the smoke, are beyond the pale. Those who do not enjoy the smell of tobacco smoke should seek compartments labeled, "For non-smokers," but where the universal custom is to smoke, as in Holland, the visitor has no guarantee that this is a safeguard, but if a passenger objects to smoking while seated in a non-smoking compartment, he can compel the officials of the train to stop the offender. Ladies traveling alone should occupy the special compartment reserved for them, usually marked "Dames," or "Damen," on the Continent, as this is the only guarantee that they will not have to endure smoking.

SHORT DAY TOURS FROM LONDON

SOUTHEND. By London, Tilbury & Southend Railway from Fenchurch St., Great Eastern Railway, Liverpool St., Midland St., Pancras. 45 miles. Cheap fares every day during summer. Popular pleasure resort at mouth of Thames, 2s. 6d. round trip.

TUNBRIDGE WELLS. South Eastern and Chatham and London, Brighton & South Coast Railways, 32½ miles. Fares 3rd class 5s. 5d. round trip. Cheap tickets on frequent days during season. Chalybeate Springs, Old Promenade, "Ye Pantyles," Church of King Charles the Martyr with magnificent plaster ceiling. A central point for reaching many historic castles and seats in the neighborhood, many of which are now ruins, including Penshurst Place, the home of the Sidneys; Hever Castle, the home of Anne Boleyn, now the residence of Mr. W. W. Astor; Eridge Castle, the seat of Marquess of Abergavenny; Bayham Abbey, residence of Lord Camden; Tonbridge Castle; Knole Park, home of the Sackvilles; Ightham Moat, one of the finest examples of an Old English Manor House; Bodlam Castle; Mayfield Palace; Brambletye Ruins. Magnificent scenery.

HASTINGS AND ST. LEONARDS. South Eastern and Chatham Railways. Popular pleasure resort on south coast. Cheap tickets on frequent days during the season. Baute Abbey, site of Hastings battlefield, a few miles to north, and spot where Harold fell.

MARGATE, RAMSGATE, BROADSTAIRS, SANDWICH, DEAL, DOVER, FOLKESTONE. Popular pleasure resorts on South Eastern Railway. Cheap tickets on frequent days during the summer. Boats also ply daily between these points and London Bridge, affording an excellent impression of shipping on Thames.

CANTERBURY. South Eastern & Chatham Railway. Cathedral and its historic points such as Becket's Tomb; St. Martin's Church; associations with Charles Dickens (David Copperfield); Old English Houses.

Remember that Parisians do not care to see foreigners at their places of amusement in traveling costume; dress well and suitably. If you brought evening clothes with you, do not hesitate to wear them.

PART III.

THE SHIP

THE PRINCIPLES OF SHIP DESIGN.

Each ship afloat is displacing, according to the size and shape of her hull, a mass of water which would be otherwise occupying the same position as is now being occupied by the vessel itself. The ship is being pulled downward by that invisible cord of attraction which drags at its center of gravity. The same upward thrust which supported the mass of water displaced by a ship supports the ship herself when she displaces that water. This upward thrust may be regarded as concentrated at the point which was the center of gravity of the displaced water, which point is therefore called the "center of buoyancy." When a ship is floating on an even keel in still water these two points, the center of gravity and the center of buoyancy, are always in the same vertical line, but seagoing ships are very seldom on an even keel, for the wind and the waves always tend to incline the ship away from the upright. It is of supreme importance to the safety of the ship, when she is thus inclined, that she should be of such a form as to tend to return to the upright position, rather than to depart further from it. When this is the case the ship itself is always struggling to remain upright, and she is said to be in "stable equilibrium." On the other hand, if, when heeled over by external forces, such as the wind or waves, she tends of herself to heel still further—in other words, to capsize—she is said to be in "unstable equilibrium."

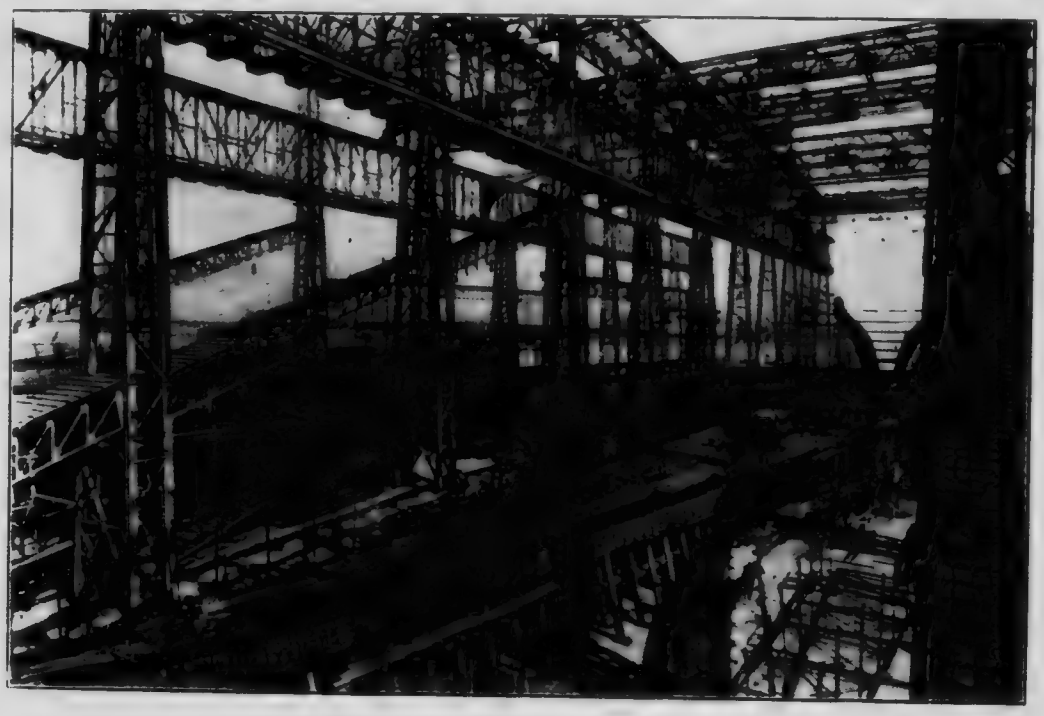
Naval architects have computed all of these elements in ship design with minute accuracy, and by means of models and towing tanks they are usually able to determine the possible performance of the boat prior to construction. The nomenclature of naval architecture is rather confusing to the lay mind, with its "transverse metacentre" and meta-centric height" and other terms.

A ship is not meant merely to float; it must also make progress through the water. The facility with which she can do this is important in two ways—first, it reduces the cost of power, in other words, it decreases the coal consumption; secondly, it increases the earning power of the ship. The more quickly a vessel can perform a given trip, the more trips she can make in a year, and the larger the sum for freight and passage money will be which she can earn.

The under-water portion of a ship's hull may be of any degree of fineness from the shape of a rectangular tank or a "Noah's Ark" down to the sharp, "easy" form of a 26-knot "flier." Broad and chunky boats are said to be "full bodied" or "full lined;" but when the degree of fineness becomes more pronounced, the ship is said to have fine lines, and the obtaining of the proper "coefficient of fineness" is one of the most difficult problems of the naval architect. The best example of fine lines run riot is in the modern racing yacht. In designing a cargo-carrier there is less scope for the skill of the designer than in drawing the plans for the express passenger steamer, which must make the trip in record time through all kinds of seas. The builders of a ship have to reckon not only with fair weather, but with foul, and upon her behavior in a sea depends the comfort of a ship's passengers, the popularity of the ship and her earning power as a money producer for her owners.

A ship's motion in a sea is of two kinds—"pitching" and "rolling," the rising and falling of her two ends and the rising and falling of her sides. A cross sea may produce a kind of corkscrew motion, which is really a combination of both and which is usually disastrous to a bad sailor. Steamers usually roll more than sailing ships,

because of their flat bottoms and also because the pressure of wind on the sails tends to keep the sailing ship steady. Until a few years ago even steamships engaged in trans-Atlantic traffic carried sails and sailors to operate them to steady the vessel. This was in constant use twenty years ago, but is unknown to-day. On the other hand, the sailing ship usually pitches more than a steamer. Either of these two movements has a very serious effect upon a vessel's speed, but of the two pitching has the greater effect in retarding the vessel. When the screw begins to be lifted out of the water and "race," and the ship takes in a good deal of water over the bows, the engines are slowed down. It is, therefore, the ship that moves most easily over the waves without needing to slow down on account of weather that makes the most regular and punctual voyages. A very important factor in reducing the liability to pitching is the great increase in the length of ships. It was noticed when the "Great Eastern" was in commission that she was much less liable to pitch than smaller boats. A wave length varies greatly. Waves are said to have been observed that were over 2700 feet long, and they have frequently been observed to be 500 to 600 feet long; but 200 feet is the ordinary length. The shorter the wave length—that is, the more frequent the wave—the slower is the rate of travel, but the more violent the up and down motion. Rolling is a persistent trouble with steamers and may develop into a very dangerous oscillation, though its effect in reducing speed is not nearly so marked as is that of pitching. Though it may become dangerous, rolling is not often fatal. There are several structural devices for checking rolling, such as wing tanks, but these are not adopted for passenger steamers, where the accommodations are required for outside cabins. The bilge keel, however, tends to minimize the rolling of vessels. It is a keel-like projection on the bilge or curve of the ship's floor. They are fitted in pairs, one on each side of the ship. The bilge keel is usually about one-third, sometimes as much as one-half, the total length of the ship. Its width varies from nine inches to as much as three feet. Bilge keels are



THE KEEL OF THE "OLYMPIC"

The New Steamer of the White Star Line. With Her Sister Ship the "Titanic" she is one of the Largest Ships in the World, which will be placed in commission in a few months

often fitted fore and aft, from amidships, side to side, where their action is most pronounced.

There are two types of bow in modern ships—the straight, which frequently rakes a little, and the clipper. The former is used for nearly all steamers and the latter is used for most sailing ships.

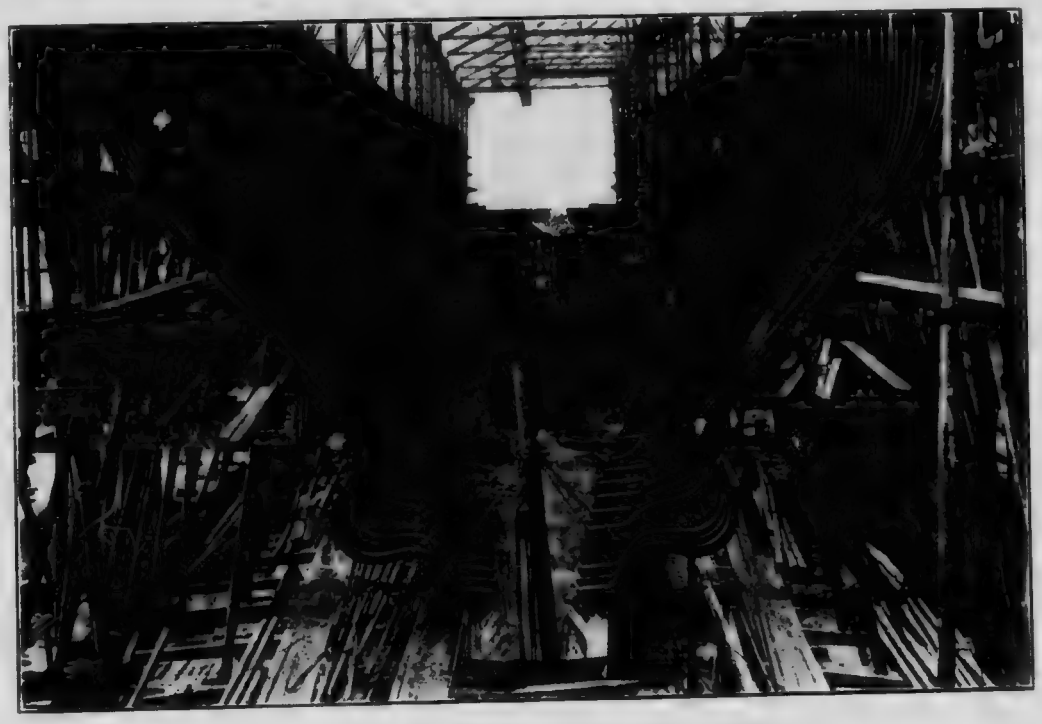
A ship has two bottoms, several feet apart, and the space between is divided by longitudinal and transverse plating into hundreds of separate watertight cells. If the outer bottom is perforated, the inflowing water fills only the cell that is affected. Similarly the whole interior of the hull is divided into large compartments by bulkheads that run clear across the ship from side to side.

In designing the structure of the ship the points of strain must be known and provided for, both when a ship is running in ballast as well as when she is fully laden. On the whole, the ends of the ship tend to droop and the center to bend upwards, and the deflection is called "hogging." On the other hand, when the center tends to droop and the ends to bend upwards, the distortion is called "sagging." The latter condition occurs when the ends are supported on two waves; the former when the ends are comparatively unsupported and there is a wave at the center.

Such are, in brief, a few of the conditions which have to be met and conquered by the naval architect, whose work is almost beyond belief.

THE CONSTRUCTION OF THE SHIP.

This section is abstracted in part from Mr. J. R. Howden's book, entitled "The Boys' Book of Steamships," which should be in every library.



CONSTRUCTION OF THE GEORGE WASHINGTON
Showing the Spectacle Frames for the Propeller Shafts

The principal member of the longitudinal framing is the center keel with its keelson. In large vessels the keel and keelson are joined together by a rigid web, which virtually forms one extremely safe and strong beam. On either side of the keel are arranged one or more keelsons, varying with the size of the ship. The outermost of these is placed where the bottom of the ship begins to turn upward to the sides, and is termed the "bilge keelson." Other longitudinal beams run along the ship's side nearly the whole

length of the vessel; these beams are called stringers, and the lowermost of them is the bilge stringer. The ship's longitudinal framing is finished off by a stem and stern post, to both of which the center keel and keelson are securely attached by massive castings. The strain to which the decks are subjected at the stern arises principally from the vibration set up by the propellers. At the bows, however, concussive blows from the waves are often experienced, so that the stem of the ship must be well reinforced. The side keelsons and stringers are stopped a little abaft the stem and their ends are then united by stout V-shaped gusset plates, called "breast hooks." These breast hooks securely lock the stringers and side plating of the ship together and form a valuable support to the massive stem bar in its oftentimes violent impact with the waves, as well as in the case of the more serious event of an end-on collision. This latter risk is still further provided against by a massive collision bulkhead, placed, according to Lloyd's rules, at a distance of one-twentieth of the ship's length abaft the stern. This collision bulkhead has often done good service, as when the Guion Line steamer "Arizona" ran full tilt into an iceberg in 1879, her bows crumpled up like tissue paper, but the bulkhead stood, and she reached St. Johns, Newfoundland, in safety. The writer has made one voyage in this vessel, which was in no way impaired by the accident.

The transverse framing consists of very deep plates fitted between the keelsons on the ship's bottom. Above the turn of the bilge these run up into the side frames, which are very numerous and are spaced about two feet apart. The "Mauretania" has 300 frames in her 790 feet of overall length. Most of these frames are spaced 32 inches apart, an interval which is diminished to 26 inches forward and 25 inches aft. All large ships nowadays are built with double bottoms, the plan which was first adopted by Brunel for the "Great Eastern." The depth of the double bottom of the "Mauretania" is generally five feet, increasing to six feet under the engine rooms. Sometimes this doubling of the ship's plating is carried some distance up the side. The space so obtained is available for water ballast when necessary. The third and last element of a ship's structure is the shell plating. Several different methods of arranging the steel plates are in vogue. The neatest is the edge to edge or flush system. But usually some way of overlapping the plates is preferred. Recent improvements in the rolling of plates have enabled them to be made of considerable size. This is a great advantage, as it reduces the number of joints which need to be made. The heaviest and largest plates in the "Mauretania" weigh from four to five tons and measure forty feet long. Plates of this size are fitted at the turn of the bilge. The ordinary plates in this ship are thirty-four feet long. When plates are fitted edge to edge, a covering strake, as it is termed, is usually worked over the joint.

A vessel's deck, in addition to its primary function of keeping the interior of the ship dry, may also be made to contribute greatly to the longitudinal strength. To do this two conditions must be fulfilled—the deck must be continuous, that is, without any complete break extending right across it, and also it must be of steel. A wooden deck, even if laid on steel beams, is of little or no help in securing structural strength, because the stout bolts which secure the deck planking will shear through the wood as it expands and contracts, and thus work loose, long before the steel hull has begun to stand in need of any additional resisting power which a deck might impart. Accordingly, in large ships, decks are built of steel plates laid on and secured to steel beams. A ship thus built takes the form of an exceedingly strong steel box, the deck or decks being virtually continuations of the vessel's sides and securely tying together stem and stern.

On page 145 is given a graphical idea of the difference in size between the "Mauretania," the "Half Moon" and the little "Clermont." The advent of this Hudson River boat, which marked an epoch in steam navigation, was fittingly celebrated in September, 1909, by imposing marine and land pageants.

The coal bunkers are near the stokehold, so that the trips of the coal passers are minimized as much as possible. A ship is coaled either by hand or by machinery; where the latter is used it is sometimes possible for a vessel to discharge cargo and coal and get away within twenty-four hours, as was done in January, 1910, by a vessel of the American Line. One of our engravings gives an idea of what the stokehold is like. There are 204 firemen

and 120 trimmers on the "Mauretania." They are divided into three watches of 68 firemen and 40 trimmers each. Each watch is on duty continually for four hours at a time. The trimmers are busy all the time, some are trimming the coal in the great bunkers so that no sudden lurch of the ship may cause any serious shifting, which may endanger the lives of the men in the bunkers, or even the stability of the ship; others are shoveling coal into the wheelbarrows, in which it is conveyed to the firemen and dumped down before the 192 furnaces. The business of firing demands great physical endurance, also considerable judgment and skill in feeding the fire properly, as it must be kept clear and burning brightly. The furnaces must also be cleaned and the clinkers and ashes knocked out into the ashpans beneath. The ashpans must in turn be cleaned in order to prevent the checking of the draft to the fires. The ordinary Scotch boilers, which are made in various sizes up to 18 feet in diameter and as much as 20 feet in length, are fired from both ends and there may be two or even four furnaces at either end. On the "Mauretania" there are eight furnaces for each of her 23 double-ended boilers. The products of combustion as they are formed on the grate are drawn through the furnace by the fierce draft into the combustion chamber at the back, where these gases are mingled with air passing underneath the grate. To increase the flow of air to the combustion chamber various devices are employed. Sometimes the boiler room is airtight, and the air in it is constantly kept at a greater pressure than that of the atmosphere outside. This plan is not often adopted except in the Navy, as it has sev-

LONGITUDINAL SECTION OF THE TWIN SCREW

1. Second Class Promenade Deck
2. Reserve rudder machine
3. Rudder machine
4. Second class Smoking room
5. Second class cabin
6. Second class Ladies' saloon
7. Second class Dining room
8. Baggage room
9. Shaft tunnel
10. Rudder
11. Screw
12. Double bottom
13. Vienna cafe Shelter
14. Vienna cafe (smokers)
15. First class cabin
16. Bathroom
17. Lavatory
18. Post office
19. Second class pantry
20. Second class kitchen
21. Firemen and trimmers
22. Engine room
23. First class Smoking room
24. First class cabins
25. Doctor's cabin
26. Barber's room

eral objections. Sometimes only the furnace and ashpit are closed in, and air is forced in under pressure. The system, known as "Howden's," from the name of its inventor, is largely in use in the Merchant Service, and consists chiefly in heating the air before it enters the furnace; this is the plan adopted in the "Mauretania." Yet a fourth plan is to suck air through the furnace by a blower placed at the base f the funnel. The actual height and ameter of the funnel itself has a very arked effect on the air circulation ithin and through the furnace. The Mauretania's" funnels reach no less an 153 feet from the baseline of the ip. The water tube boiler is also ed, particularly on naval vessels, as eam is raised quicker than in the ordinary Scotch boiler. This is accomplished by bringing the water into ore intimate connection with the flame. Some idea of fuel consumption may be obtained from figures regarding the "Deutschland," the boat which has made the eastward passage from New York to Plymouth at an average speed of 23.51 knots an hour. The gross tonnage of this vessel is 16,502; her horsepower has been developed to 36,000. Her 112 furnaces burn about 560 tons of coal per day.

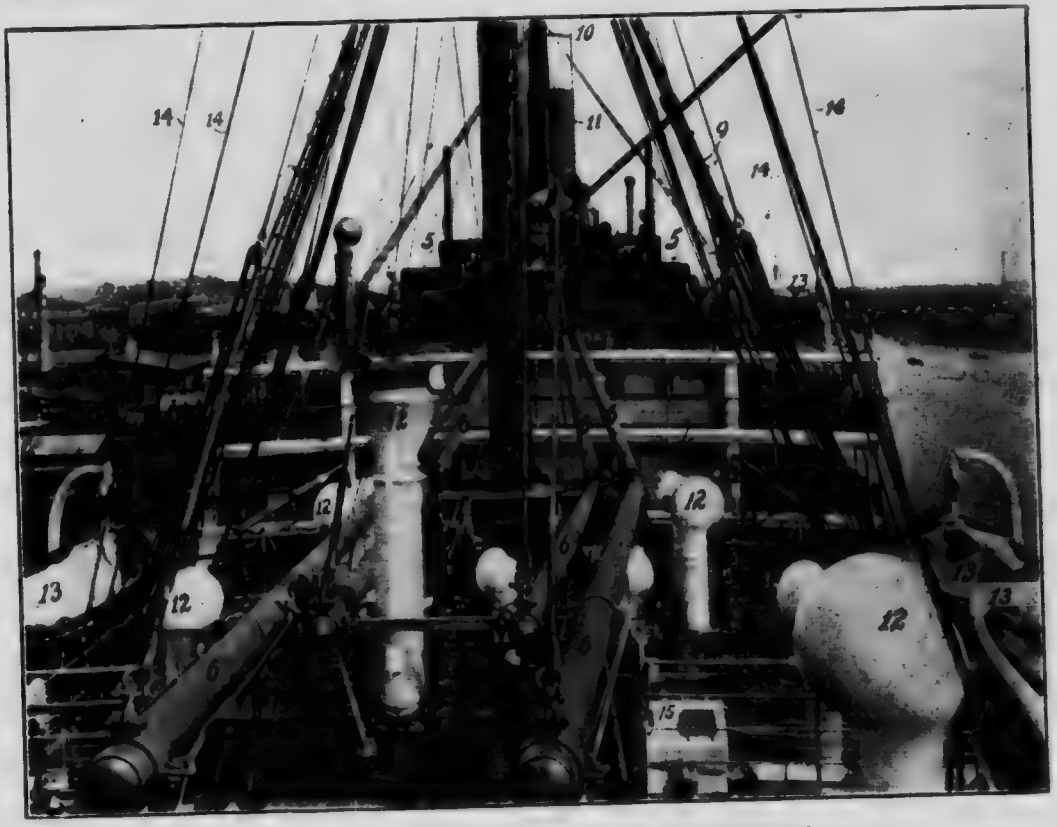
We now come to the question of the engines. The early trans-Atlantic steamers were propelled across the ocean by paddle wheels, but this was abandoned for the screw, although there was a transition period when a combination of screw and paddle wheel was used, as in the "Great Eastern." On the early screw steamers it was found that the engines were too slow for the screws and the speed had to be increased with the aid of gearing. Much trouble was experienced from the

EXPRESS STEAMER "KAISER WILHELM II."

27. First class kitchen
28. First class pantry
29. Scullery
30. Coal bunkers
31. Boiler room
32. Vienna cafe (non-smokers)
33. Grand staircase
34. Dining room
35. Social Hall
36. Children's saloon
37. Chief Steward's office
38. Imperial suite
39. First class cabins
40. Navigating house
41. Chart house
42. Captain's rooms
43. Reading and Writing room
44. Steerage kitchen
45. Steerage
46. Provision department
47. Goods hold
48. Chains
49. Sails
50. Sailors
51. Anchor machine
52. Anchor

breaking of the gears under the heavy strains imposed. Later, as the engine speed increased, the engines were coupled directly to the propeller shaft. To-day the steam turbine actually runs too fast for the propeller; and gearing is again proposed, not as in the early engines to increase, but to decrease the propeller speed.

bunkers. The compounding of marine steam engines did not come into general use until 1870. Compounding is simply a means for getting more work out of a given quantity of steam, and as this cannot efficiently be done in any one cylinder, however early may be the cut-off, a second, third and even a fourth, is employed, wherein the par-



THE COMPLICATED GEAR OF A LARGE VESSEL.
Photograph taken on the "George Washington."

1 Main Deck.
2 Lower Promenade Deck.
3 Upper Promenade Deck.
4 Boat Deck.
5 Bridge Deck.
6 Cargo Beams.
7 Mast.
8 Cargo Winches.
9 Rigging.
10 Derrick for Heavy Cargo.
11 Smoke Funnel.
12 Ventilators.
13 Boats
14 Back Stays.
15 Skylights.

The subject of the reciprocating engine is extensive and need not concern us here. Steam is used in either triple or quadruple expansion engines. The multiple expansion engine has revolutionized sea transport. It is driving the sailing vessel off the sea and is enabling a vessel of moderate size to carry coal sufficient to steam half round the world without refilling her

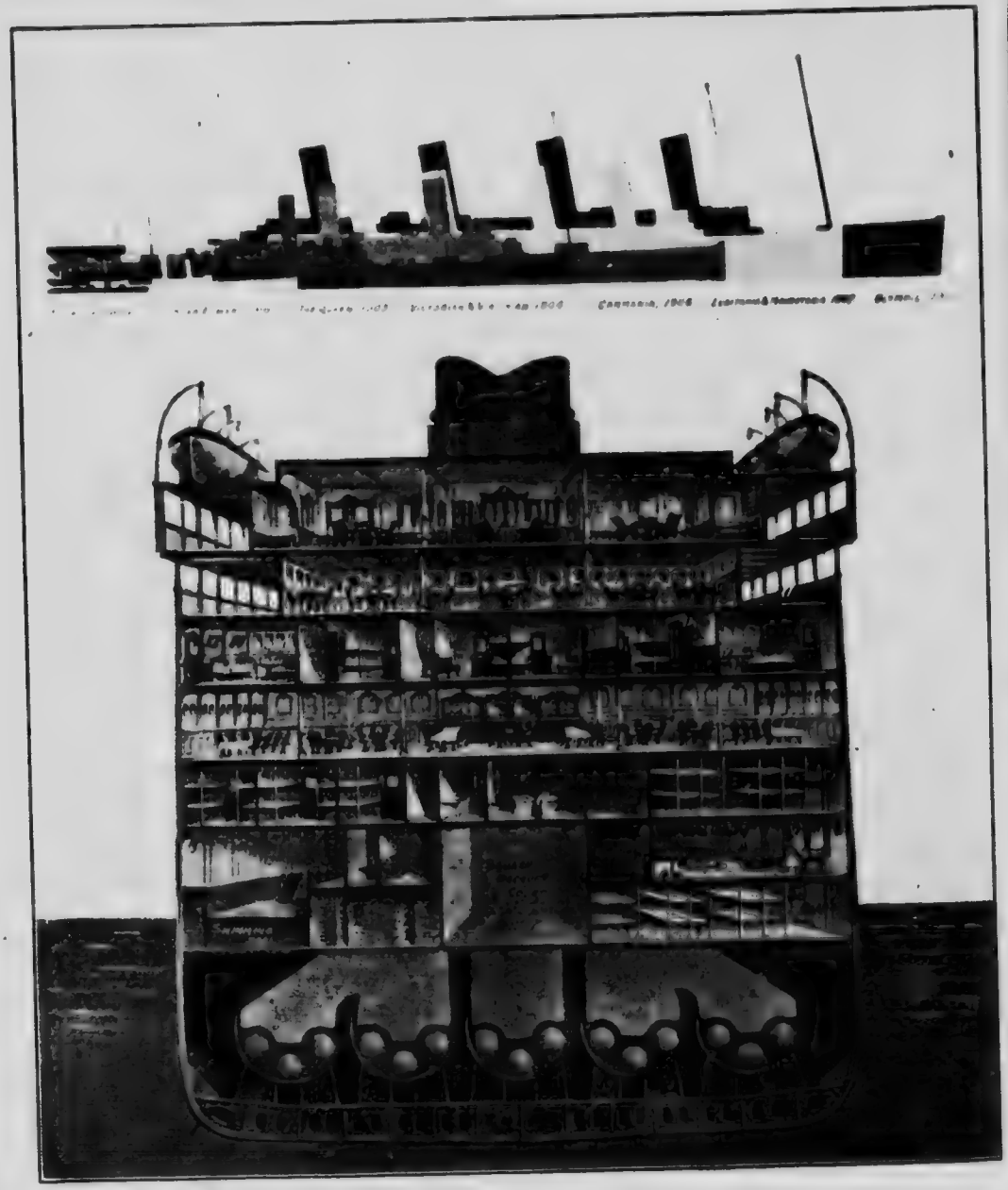
tially expanded steam is allowed to part with still more of its contained energy. The resulting economy has been remarkable. It is possible to have the coal consumption as low as 1.33 pounds per indicated horsepower per hour. The adoption of these various forms of multiple expansion engines has helped to facilitate one very important improvement to which a

great deal of attention has been directed of late years. One of the most unpleasant features of the screw engine in many steamers is the constant vibration which it sets up when in motion. Bad enough in smooth water, the shaking becomes almost unendurable when accentuated by the racing of the screw set up by the vessel pitching heavily in a head sea. It has, however, been discovered that, by a careful arrangement of the cranks of an engine, the heavy moving parts can be made to so balance one another that the vibrations which each sets up are more or less neutralized by those of its neighbor, and, as a result, not communicated to the ship's hull. The engine room in a modern liner is absolutely closed to passengers unless they have very powerful introductions to some one in the engineering division, and on some boats even the engineers have no authority to show the engine room to any one.

The first turbine boat, called the "Turbinia," was built in 1894. Her turbines made 2100 revolutions per minute. The turbines of the "Mauretania," which will be described a little later on, revolve at the rate of 180 per minute. In 1904 the Allan Line brought out two large triple-turbine steamers for their Montreal service, the "Victorian" and the "Virginian," both 12,000-ton ships, 540 feet long and with a speed of 17 knots. These were the first ocean-going steamers fitted with the new machinery. In 1905 the Cunard Steamship Company applied the system to a 20,000-ton liner, the "Carmania." At the same time a sister ship was built and propelled by quadruple expansion reciprocating engines. The "Caronia" attained a speed of 19 knots, while the "Carmania," with her turbines, attained a speed of 20.19 knots. Both are economical ships of high speed. The performances of these beautiful boats were soon eclipsed by their large sisters, the "Mauretania" and the "Lusitania." There is an absence of vibration in the turbines which is inseparable with the most perfectly balanced reciprocating engines. This is true with ocean steamers; but on some small steamers, particularly the Channel boats, the vi-

AMIDSHIPS THERE IS MORE SPACE TO WALK ON THE SUN DECK.

1 Smoke Stack.
2 Winter Garden.
3 Boat Deck.
4 Sun Deck.
5 Boats
6 Quadrant Davit.
7 Boat Tackle.
8 Ventilators.
9 Various Deck Houses.
10 Boat Winch.
11 Cargo Beams.
12 Awning Stanchions.



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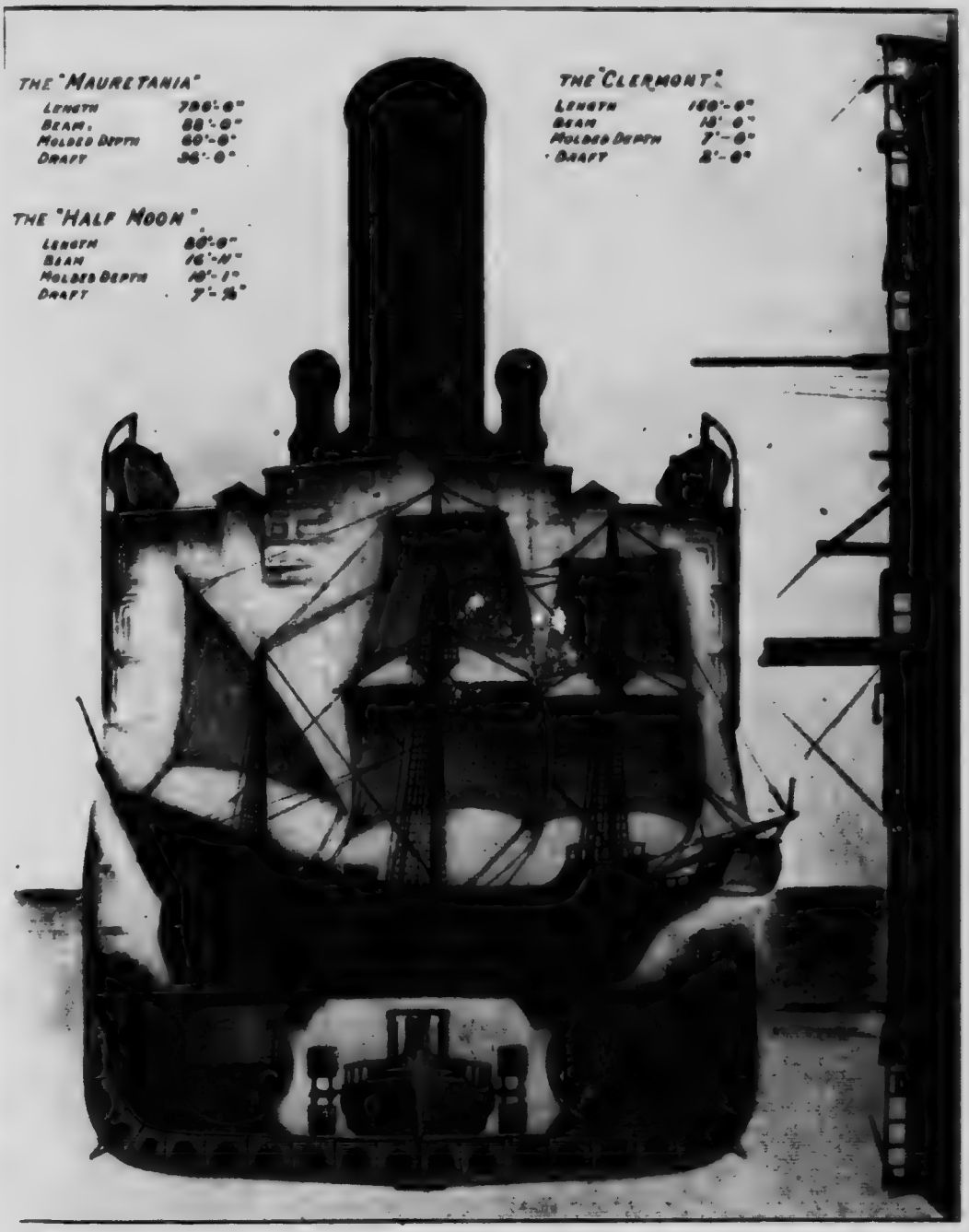
DEVELOPMENT OF THE TURBINE STEAMSHIP

The illustration shows the growth in size of turbine steamships from the small yacht "Turbinia" to the "Olympic" of the White Star Line, the largest vessel now building. The midship section of the "Olympic" shows how much space is available for the use of passengers and freight which in vessels fitted with reciprocating engines would be taken up by machinery. The over-all length of the "Olympic" is 890 feet; beam, 92 feet; plated depth, 64 feet; displacement at 37½ feet draft, 60,000 tons. It is to be equipped with engines with 45,000 horsepower and is designed to have a speed of 21 knots.



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THE DEVELOPMENT OF OCEAN VESSELS IN THE PAST THREE CENTURIES.

The "Half Moon" of 1609, if the wind favored, could sail about 6 knots. The "Clermont" of 1807 made 4½ knots. The "Mauretania" in 1909 crossed the Atlantic at a 26-knot gait. The engine and boiler rooms of the Mauretania could accommodate five Clermonts placed end to end. The "Half Moon" could be placed athwartship on the deck above with her hull and masts entirely within the ship's structure.

bration is most disagreeable. This absence of vibration is much appreciated by the passengers, and there is also a great saving in machinery weights and spaces, and also in the weight of the engine foundation and other hull fittings. This is not, however, entirely true of the first attempts, as the saving in favor of the "Carmania" turbines over the "Caronia's" reciprocating engines was only 5 per cent. The center of gravity is much lower with the turbine, thus adding to the stability of the ship. Moreover, the high rate of steam expansion in the turbine leads to increased speed, combined with economy of working. The higher rate

One of the Furnaces in the Stokehold

of revolution leads to the use of a smaller propeller, thus lessening the liability of racing of the screw. The "Lusitania" and the "Mauretania" are each propelled by four screws. The two outermost are driven by the high-pressure turbines, while the two inner shafts are driven by the low-pressure turbines; each of these latter shafts also carries a high-pressure turbine arranged for going astern, since the turbine cannot be reversed like the ordinary reciprocating engines. When going ahead these reversing turbines are revolving idly. Each of these high-pressure turbines is in a room by itself, while the two low-pressure ahead and high-pressure astern turbines are in what may be called the main engine room in the center of the ship. It is believed that a more extended account of the "Mauretania" and "Lusitania" as being the largest and fastest vessels in commission at the time this book goes to press, and which will continue so for another year or so, may prove of interest. The following material is taken from the SCIENTIFIC AMERICAN:

The dimensions of the "Mauretania" are interesting, as will be seen by the following tables:

Length over all.....	790 feet
Length between perpendiculars	760 feet
Beam extreme.....	88 feet
Depth molded.....	60 ft. 6 in.
Gross tonnage.....	33,200 tons
Net tonnage.....	11,900 tons
Maximum draft.....	37 feet
Displacement at this draft	45,000 tons

These dimensions render these vessels by far the largest ever built or projected, except the "Olympic" and "Titanic," referred to elsewhere. They are 88 feet 6 inches longer than the swiftest of the big liners, the "Kaiser Wilhelm II," and the "Mauretania" is 2½ knots faster than that ship. They are over 100 feet longer even than the "Great Eastern," and of 5 feet greater beam.

The "Mauretania" has nine decks—the lower orlop, the orlop, the lower, the main, the upper, the shelter, the promenade, the boat, and the sun deck. The motive power, including engines, boilers, and coal bunkers, occupies 420 feet of the mid-length of the vessel from the main deck to the hold, and therefore it can be readily understood that there is practically no space for cargo, the vessel being purely a mail and passenger ship. The passenger accommodation is provided on the six decks above the water line, from the main deck upward. The shelter deck is given up to the officers and crew, the latter being forward and aft. On this deck also are specially isolated hospitals. A feature which will be greatly appreciated by invalids and those who may be temporarily indisposed, is the provision of two electric passenger elevators at the center of the ship, with landings at each of the six passenger decks. It is a curious fact that the use of ele

vators at sea was first suggested by the writer, although the idea was promptly appropriated by a number of different lines. Some of the elevators as installed were not placed as the writer planned, and are therefore of more less utility than might be expected. They are properly constructed, however, in the "Mauretania" and "Lusitania," being near the center of the ship. The "Mauretania" and her sister ship are constantly breaking record after record during the busy season, so that even the figures given elsewhere in this book may be superseded at any time.

Perhaps the greatest interest attaching to the "Mauretania" centers in her turbines, which were constructed by the Wallsend Slipway and Engineering Company. The motive power is developed on four shafts, each carrying one propeller. The two outer shafts are driven by two high-pressure turbines and the two inner shafts by two low-pressure turbines. At the after ends of the low-pressure turbines, and on the same shafts, are located the turbines for driving the ship astern. The inner shafts turn outward and the outer shafts inward. The total contract power is 68,000, divided equally upon the four shafts. The speed of revolution is about 180 per minute.

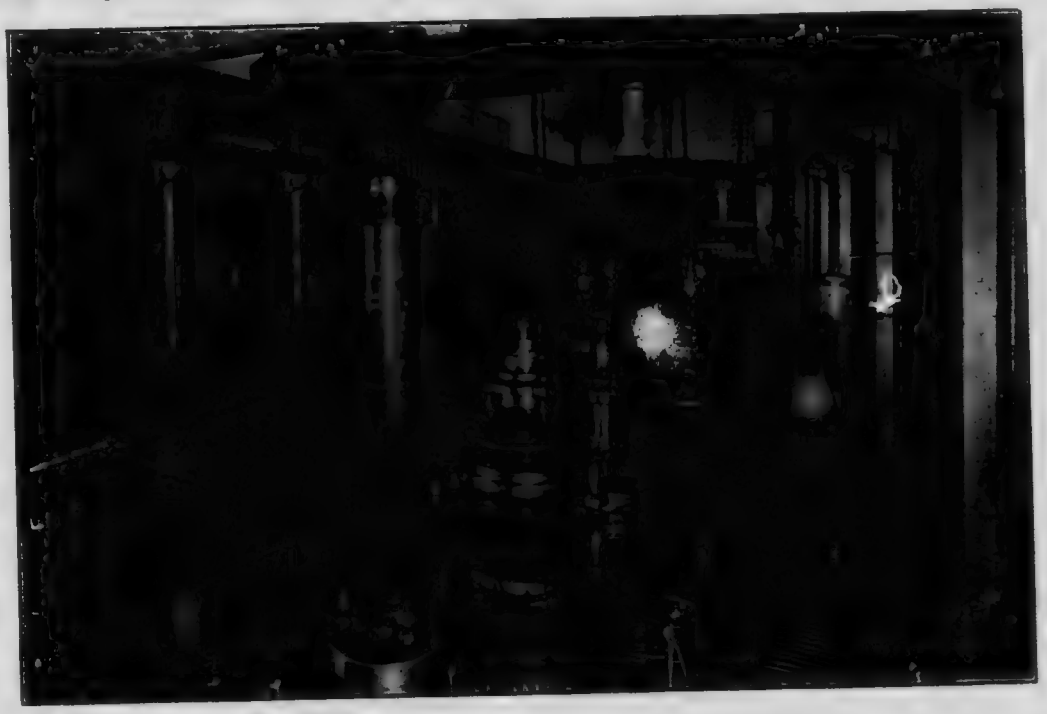
We direct attention to the very interesting plan of the turbine plant, which gives an impressive idea of its vast proportions. Thus the high-pressure turbine has an internal diameter of 10 feet and is over 25 feet in length, while the total length from the forward end of the low-pressure turbine to the after end of the astern turbine, which is placed immediately after the low-pressure, is not far short of 100 feet. The low-pressure turbine casing is a truly enormous piece of work, having an internal diameter of 16 feet 6 inches. This, be it noted, is slightly larger than the diameter of the Rapid Transit tunnel tube below the East River. It is estimated that the weight of the rotating parts of the low-pressure and astern turbines combined is more than 200 tons, and yet so accurately is the work being done that the methods of fitting up adopted provide for an adjustment of this 200 tons of about 3,000 of an inch. Moreover, although the circumferential speed will be about 11,000 feet per minute, there will have to be a minimum clearance in the high-pressure of 0.1 inch between the blades and the surface of the casing. All the casings of the turbines are of cast iron, while the rotors and dummies are made of Whitworth fluid-pressed steel, as are also the disk wheels of the rotors. The low-pressure rotor is 12 feet in diameter. The casings are fixed to the bedplate at one end, but the other end is free to slide longitudinally in slipper guides under expansion and contraction. Other dimensions showing the great size of the turbines are those of the exhaust ports from the low-pressure casing to the condenser,

The Starting Platform of the Engine Room

which measure 11 feet by 16 feet in the opening. The blades of the turbines vary from a few inches in length at the admission end of the high-pressure turbine up to a maximum length of 22½ inches at the exhaust end of the low-pressure turbine. The high-pressure turbine shafting is 27 inches and the low-pressure 33 inches in diameter.

Twenty-five cylindrical boilers are necessary to supply steam to the above-described turbines. Twenty-three of these boilers are double-ended and two are single-ended, and between them they carry 192 furnaces. The

double-ended boilers are 17 feet 3 inches in diameter, and 21 feet long. They are to work under the Howden forced-draft system. Between them they have 160,000 square feet of heating surface and nearly 4,000 square feet of grate area. The pressure at the boilers is 180 pounds, and at the turbines 160 pounds. The boilers are in four separate stoke holes, with seven boilers in the forward stoke hole and six in each of the others. In our illustration the boilers are shown arranged in the erecting shop exactly as they now stand when looking athwart the ship. For each group of six boilers there is a smokestack which extends to a height of 152 feet above the keel of the ship, and these smokestacks, which are elliptical in section, measure 17 feet 6 inches by 23 feet 6 inches.



ONE OF THE ENGINE ROOMS OF THE "SAVOIE"
Showing the Traveling Crane

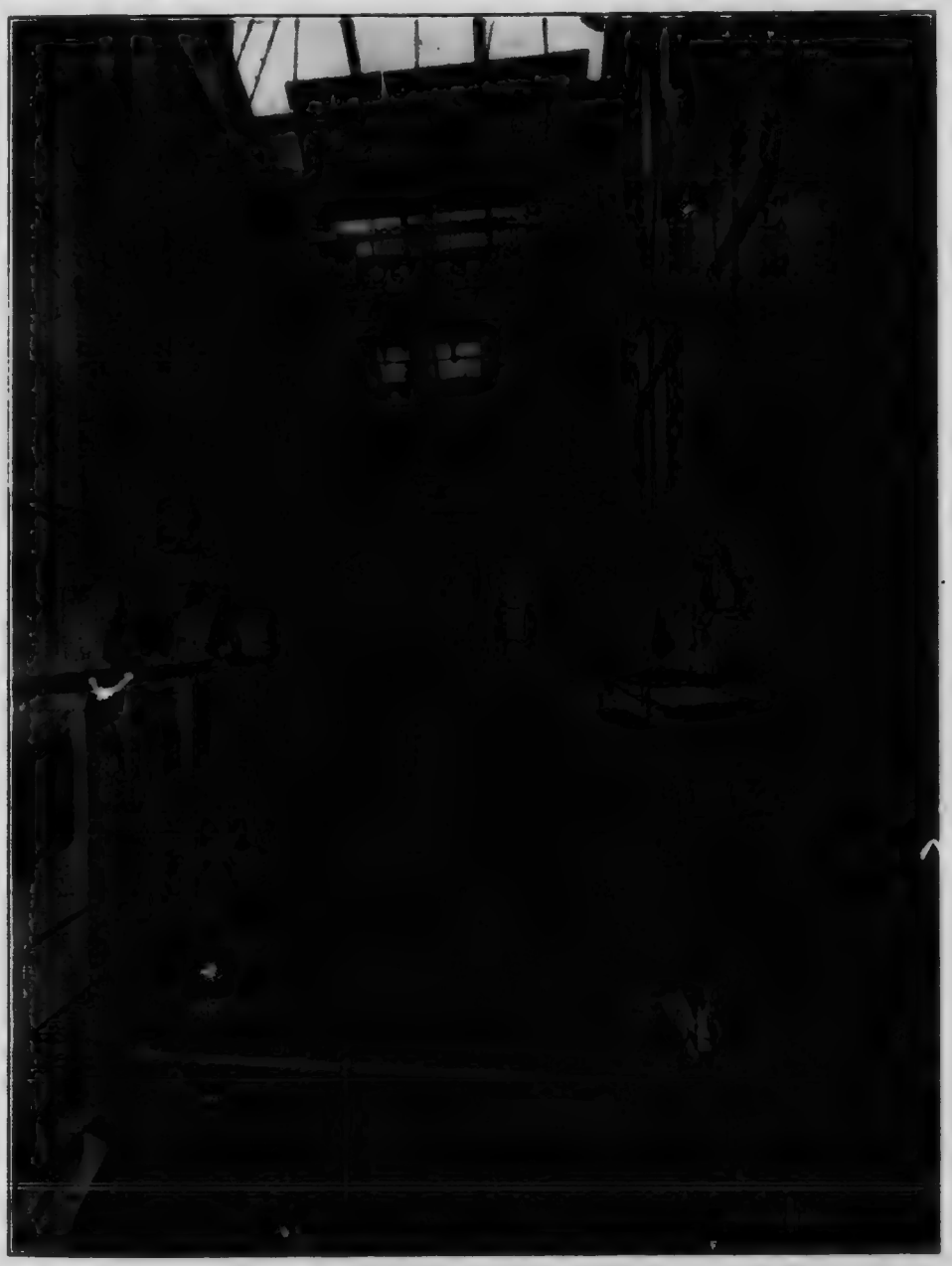
SAFETY AT SEA

General Considerations.—First of all, the ship, like any other self-propelled conveyance, must have a propelling mechanism, enabling her to reach her destination safely without assistance, even if one or another part of this mechanism be out of gear. Since the ship does not move on a solid base, like, for instance, a cart on the road or a train on the rails, but travels in the liquid element, the latter is liable to knock her off her course, even from an insignificant cause. She must, therefore, be permanently maintained on her course by powerful, absolutely safe working or steering gear. Since she accommodates thousands of people, to say nothing of large quantities of cargo of immense value, a ship must be fitted with devices which will enable her to successfully detect and overcome internal dangers, such as fires, epidemics, etc., and above all, such dangers as threaten her from without, in the nature of storms and waves, darkness and fog. This becomes all the more necessary, since on the lonely voyage across the ocean, assistance from without cannot, as a rule, be relied upon. It often happens that not a single vessel will be sighted from shore to shore; moreover, in cases where the ship is unable to reach a port, means must at all events be provided on board to insure the safe landing of the passengers.

The fulfilment of all these conditions

makes the ship a complicated body and adds enormously to the expense of construction and equipment. The ship owners, fully conscious of their great responsibility for the safety of their steamers, the size of which is constantly increasing, and for that of the ever increasing number of passengers entrusted to their care, have been ever progressing in the development of technical appliances which make for safety, as well as such changes in the construction of the hull as make the vessel more seaworthy and add more to the comfort of the passengers.

The locomotive mechanism, whether reciprocating engine, turbine or a combination of both systems, must be in



ENGINE ROOM OF THE "CECILIE"

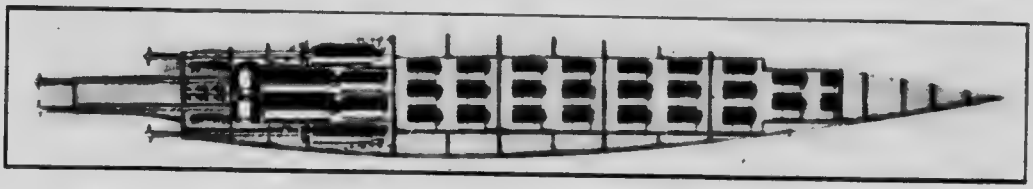
absolutely working order. The engineer's duties do not cease with the landing of the gang plank; for every part of the engine must be overhauled in the most rigorous manner, and prepared for the forthcoming voyage. It is not always possible for much time to elapse in port. One of the vessels of the American Line, in January, 1910, reached port on Saturday, after a stress of weather, and discharged her cargo, coaled, and sailed at 10 o'clock on Sunday morning. This is, perhaps, a record performance. It is wise, however, to always allow the boilers to become cool between voyages.

Engines and Boilers.—This perfection of working order is achieved, in the first place, by employing none but the most durable and expensive materials for the entire engine and boiler plant; secondly, by limiting the wear and tear and not exceeding a certain percentage of the resisting power of the plant; and lastly, by appropriate and regularly repeated over-pressure tests of those parts which are particularly strained by the high pressure of the steam, thus insuring a constant control of the conditions of the materials in the constituent part of the whole plant. For all of these elements, which, as experience teaches, are subjected to an especially heavy strain, that is to say, the mobile parts of the engine and bearings, reserve tools and implements are provided, so that the damaged parts may be replaced or repaired without an interruption of service.

Of great importance to the boiler plant is an automatic regulation of the steam pressure, in order to avoid boiler explosion, which is practically unknown on modern passenger ships. This end is achieved by the introduction of safety valves, which divert the steam into safe channels—channels of least resistance—as soon as the pressure in the boiler exceeds the regulation limit and until the normal pressure is restored.

Another important part of the locomotive mechanism of the ship, besides the boiler and engine, is the propelling apparatus, which, in the case of trans-Atlantic steamers, is of either one or more screws driven by shafts, which in turn are worked by the engines or turbines. It goes without saying that the screws, as well as the shafts, must be constructed of only the best materials, and they must have the requisite strength of structure, since a defect would reduce one of the engines or turbines to helplessness.

Of highest importance to the safety of the ship has been the twin screw system, which began to be adopted in the early '80's, and which is almost universally in use to-day. In some of the turbine steamers there are four propellers. The value of twin screws lies in the fact that if one of the propellers be damaged in any way, the ship is still able to continue the voyage without outside assistance.



PLAN VIEW OF THE MOTIVE POWER PLANT OF THE "LUSITANIA"

The Boilers Supply Steam to the Turbines. The High-Pressure Turbines are the Sides. The Larger Inner Turbines are Low Pressure, with High Pressure Reversing Turbines Toward the Center of the Vessel

The Rudder.—The rudder is also of vast importance, for the screws, as a steering device, can only be regarded as an expedient in case of emergency. For the safe manœuvering of the ship an independent and reliable steering gear is required above all this, and no part of the construction of the ship is watched with greater attention than the rudder. Formerly, the rudders of large ships were constructed of cast steel. Now they are usually built entirely of wrought iron or forged steel, which metals offer the greatest possible safety against fracture. The rudder is worked by the main steering engine, which is located at the stern of the boat. The steering device is worked by the quartermaster at the wheel, which lies directly back of the bridge. A simple turn of the hand actuates the shaft, which runs the

length of the boat, communicating with the valves and their mechanism of the steering device. Besides the main steering engine one or two auxiliary engines are provided, as well as the device by which the rudder may be worked by hand power, if the auxiliary engines should likewise fail. A hydraulic system is also provided on some vessels in place of the shafts. A duplicate system is often employed where the hydraulic plan is used. In order that the helmsman may at any time ascertain the position of the rudder, an electric steering indicator is placed in front of the wheel.

Secondary Bridges.—On the large steamers there is a second bridge abaft. Some vessels have even a third one amidships. These bridges are fitted with the respective appliances for a continuous communication by telegraph or telephone with the forward bridge, which is the brain of the vessel. This is necessary, especially during maneuvering within the harbor or in warping in to the pier.

Engine Telegraph.—In order to insure the accurate carrying out of the maneuvers a reliable engine-room telegraph is provided. These large signal dials on their brass posts seem out of all proportion to the service which they have to perform. It is necessary, however, that the telegraphs stand the shock of the waves without impairing their efficiency. The peculiar sound of the "clank-clank" of these signals can be heard, especially when the speed is reduced to take on or off the pilot. In the case of the engine-room telegraph being out of order, there are speaking tubes and special telephones arranged from the bridge to the engine-room.

The engine telegraphs have dials which correspond with each other on both the transmitter and receiver. By means of a hand lever a hand can be moved to one of the divisions marked "stop," "slow speed," "half speed," etc. The hand of the receiving instrument immediately moves to the same division, while a bell signal calls the attention of the engineer on duty to the signal. The order is carried immediately, while another engineer brings the lever of the receiver in line with the signal indicated, which immediately transmits the signal to the bridge, showing that it has been correctly understood and obeyed. The bell signal in the transmitter also rings, so that all of the officers on the bridge can hear it. There are also special indicators showing the position of the rudder and all its movements. Other devices indicate the speed of the main engines, on the bridge. The loud speaking telephones are necessary on account of the great noise of the machinery.

Anchors.—Sometimes it becomes necessary to stop the ship, especially before entering a port. In order to prevent the vessel from being swung to and fro by the currents that are, as a rule, to be found in such places, the anchor is dropped. In view of its great importance to the safe ma-

The Engine Telegraphs are on the Bridge and other Parts of the Vessel

nœuvering of the ship, the anchor, as well as the chain cables and the windlass, must be very strongly constructed. Moreover, there are always several reserve anchors on board. For the warping of the ship alongside of her pier a number of capstans are provided, distributed fore and aft, together with means for handling or fastening the hawsers.

The Bridge.—Practically everything, including the manipulation of the anchor, is controlled from the bridge,

which has the important instruments and signals, including the compass. The wheel house, etc., are carefully closed in. This is not, however, any guarantee against damage, as the "Lusitania," whose bridge is 80 feet above the level of the water, sustained severe injuries in the January, 1910, storms. The glass and the windows were of immense thickness, and yet they were smashed like paper, while the wires, steering gear, etc., were disarranged temporarily, and one of the stairways, which led to the bridge, was carried away, while the

The Shaft Alley

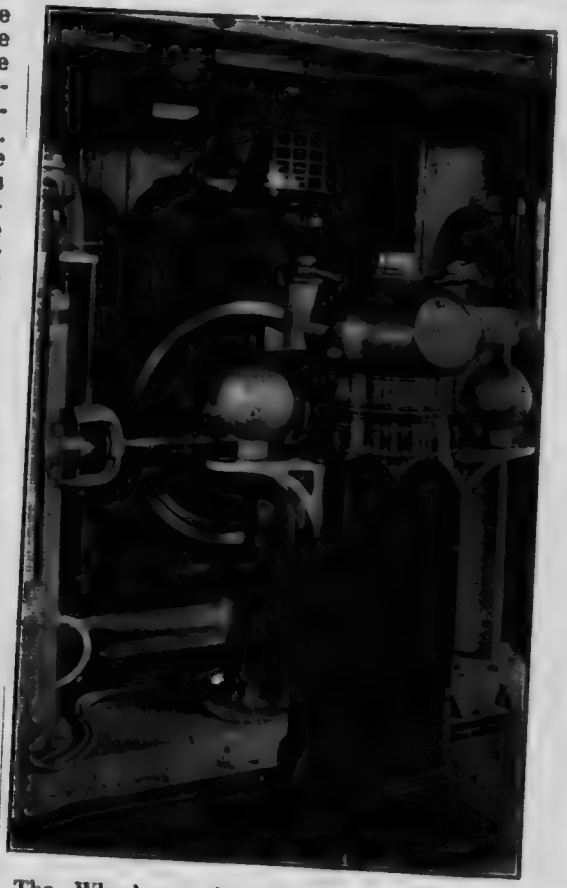
other one was very much injured. From this it will be seen that the navigator has anything but a pleasant time of it, even if he works in an enclosed bridge. Of course, there are open spaces around the bridge with duplicate telegraph instruments, so that the captain or navigating officer can superintend the warping in of the vessel, the dropping of the pilot, etc.

The Practically Unsinkable Hull.—The hull of a modern 20,000-ton vessel is constructed with a double bottom extending over its entire length. The hull is also divided by bulkheads into, say, twenty-six separate compartments. The double bottom in the largest ships is from five to six feet deep where it forms a support for the engines and it is divided like a honeycomb into hundreds of watertight cells. The larger ships are divided into from fifteen to twenty compartments by means of bulkheads. Besides these, there is a longitudinal bulkhead in the engine room. These compartments are so proportioned that, even when two compartments are filled with water, the stability and buoyancy of the vessel is not seriously affected. In one of the notable ships about seventeen steam pumps are available, of a size capable of emptying the compartments of more than 300,000 cubic feet of water per hour. These pumps take their steam from boilers situated in other compartments than those which the engines occupy, so that the pumping may be effected, even though the engine room be flooded. As the four pump-rooms are separated by watertight compartments steam is always available, even in case of a collision. On some vessels auxiliary oil engines are geared to pumps, these engines being in the upper part of the ship.

Closing Bulkhead Doors.—With all the measures of precaution against collision, stranding, fires, etc., the absolute safety of the ship is not guaranteed. It must be taken into consideration that all precautions are of no avail since a collision from the outside is a possibility. In such a case the thing to do is to keep the damaged vessel afloat. To attain this end the hull is divided up to the upper deck into watertight compartments divided by bulkheads closing by a number of bulkhead doors, so that the ship keeps afloat, even if a single compartment becomes completely flooded. In the case of express steamers and big steamers this is not sufficient, and the ship is divided into a number of compartments, so arranged that even if two adjacent compartments become full of water the ship still preserves its buoyancy. The bulkhead must be built strong enough to resist the pressure of water. In former years it was found that the bulkheads were too weak, and in order to remedy this defect new rules as to the construction of bulkheads were laid down. The doors required in the bulkheads in order to insure communication within the ship must, of course, be perfectly watertight; also of special importance is a quick and efficient device for the closing of those doors which connect the various compartments, otherwise

the whole ship would be flooded. On modern vessels this is done in three ways: First, by moving the doors down by vertical screws; secondly, by dropping the doors by simply disconnecting the closing gear, and, lastly, by a hydraulic pneumatic device, the so-called "Stone-Lloyd" system, which is operated from the bridge or the chart house. The value of this invention is more and more appreciated by steamship companies. A single turn of a wheel is sufficient to cause the bulkhead doors to close throughout the ship. It can be operated by any of the officers on the bridge. We give illustrations of an officer closing the bulkhead doors, and also a bulkhead door. There is another system, called the "long arm" system, which employs electricity for a motive power. A system of alarm bells is sounded before closure of the bulkhead doors, in order to allow of egress in good time of persons who happen to be in the compartments which are to be closed. In the large passenger steamers there is often a bulkhead indicator in the chart house. As soon as one of the bulkhead doors closes a small electric bulb flashes up in the respective square of the indicator, so that the captain may at any time keep himself informed as to which doors are open and which closed. Quick ascertainment of this fact is essential to the safety of the ship, especially in case of a collision.

The closing of the bulkhead doors is usually inadequately described. In the Stone-Lloyd system hydraulic power is used, the pressure on the pistons being derived from water in a main which runs the length of the vessel. The pressure required is maintained by two Duplex double-acting vertical pressure pumps placed in the engine room, and which are normally both working. The pumps are fed from the vessel's main steam supply and are each of sufficient capacity to close all the bulkhead doors in about twenty seconds, when running at about forty strokes per minute. Consequently should either one of the pumps be stopped, the other pump is all of ample capacity to fulfill the above requirements. When the doors are not being operated the pumps work at about two strokes per minute and discharge into a circulating valve to the exhaust main, thus allowing a constant supply of water throughout the entire system without loss of pressure. A governor automatically regulates the amount of steam passing to the pumps. The water has a certain amount of glycerine added to it so as to form a non-freezing compound. This also serves as a lubricant and preservative. If a number of the crew should be shut in a compartment they are able to move the controlling handle on either side of the bulkhead door to allow one or more persons to pass through, the



The Wheel on the Bridge Operates the Rudder Several Hundred Feet Away

door closing automatically behind; it cannot be left open. A mechanical bell is fitted to every door and rings automatically as the door closes. An arrangement is also provided so that the officer on the bridge can see by means of an electric indicator the position of each door, whether open or closed.

Boats and Life Belts.—There are many minor safety devices on the ship, such as life belts with automatic lighting attachments, which become lighted

as soon as they strike the water. These are kept on the bridge. Devices also exist by means of which life belts are cast automatically into the water by a single turn of the wrist; after they have all been released a light flashes up, indicating this to the officer. The lookouts are able to keep in communication with each other in case the cry "man overboard" is raised. The news can be wigwagged from end to end; life belts can be thrown over, and a special small boat, which is al-

boat drills, which take place every trip. Every boat is equipped with compass, night signals, water and provisions. Over 90 per cent. of the seamen, engineers and stewards on a vessel are proficient in the handling of boats. In case of the cry "man overboard" there is immediately released from the bridge a large copper lifebuoy provided with a calcium carbide tank, which, on contact with the water, is lighted, so that the location of the man overboard, if he reaches

ships and the introduction of iron and steel construction have greatly decreased the loss by fire, and, strange to say, many of the most disastrous fires which have occurred in vessels have happened when tied up at piers. Absolute safety against fire cannot be guaranteed. Prevention, however, is considered to be particularly valuable in this case. Electric thermostats are distributed all over the principal parts of the ship and are connected with electric fire alarms extending to every part of the crew's quarters. By means of signals on the bridge a crew

not decompose until a temperature of 2000 degrees C. is reached, which rarely occurs during fires on ships. Every vessel carries the ordinary hydrant and hose system, with the requisite steam and hand pumps, and the steam fire extinguishing plant can be called into instant requisition. On many lines there is a steam distributing plant on the bridge, by which live steam may be allowed to reach any bunker or compartment. On the "Lusitania," "Mauretania" and other vessels the Rich marine fire extinguishing device is in use. This system gained the SCIENTIFIC AMERICAN medal for life-saving devices, which was awarded in 1908. In brief, it consists of a square case located on the bridge, which serves as a terminal for a num-

pipe, and the hose is attached and live steam is run into the compartment. This device has been the means of saving many ships. There are, of course, fire extinguishers and extinguishers holding fire extinguishing powder scattered all over the ship. Another safety device against the spreading of fire in the ship are the bulkheads, by means of which a fire can be limited to its original seat. These bulkheads, being above the water line and readily accessible, are closed by the stewards, who are also instructed how to use fire buckets and wet blankets. Fire drills are incessant, and danger has been very much minimized by such splendid discipline as is in vogue on all of the principal lines. Fire bulkheads are placed athwartship at certain intervals above the bulkhead deck.

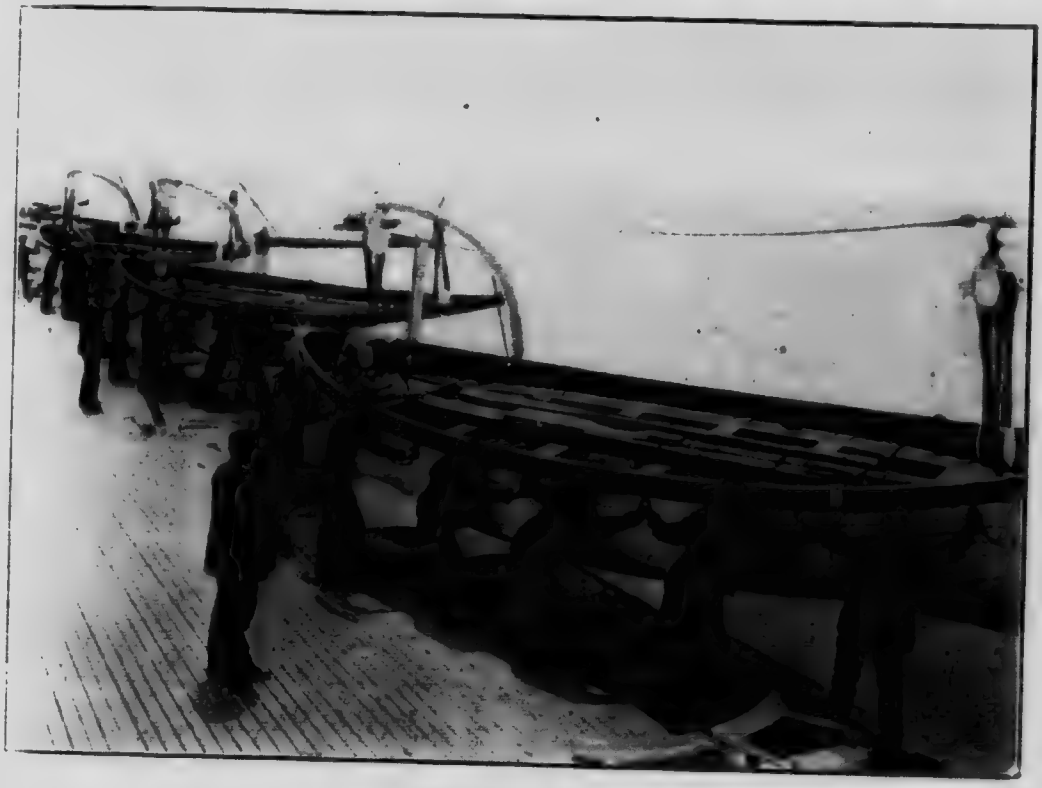
Oil for Waves.—An effective means of soothing the waves is the treatment with oil, which is referred to elsewhere. Bilge keels and large freeboards also tend to prevent the rolling of the vessel. The sides of the ship are furnished with permanent railings of a height sufficient to prevent persons standing on the open deck from being washed over by a wave. There have, however, been cases on record where even this was insufficient, so that passengers are usually kept below in the heaviest storms. A requisite number of good-sized scuppers in the bulwark allows the water to escape from the decks.

The Compass.—External dangers may likewise arise from the lack of means of ascertaining the whereabouts of the ship on the high seas, especially at night or in a fog. For guidance the compass is used; but its reliability is easily impaired by the steel hull of the ship itself or by any other mass of iron. The compass which is actually used for navigation is corrected by a standard compass wherein means are provided for doing away with the magnetism of the ship itself.

GETTING THE BOATS READY TO LAUNCH

Nautical Instruments.—Nautical instruments of great accuracy are provided, which are referred to elsewhere, by means of which the angles at which the stars stand above the horizon can easily be ascertained, and the position of the ship at the time of observation be calculated. In the same way the direction of the compass is controlled by taking, as often as possible, the altitudes of the sun, the moon and the stars, and, whenever the opportunity arises, bearings of fixed points on the coast. The attainment of correct results and accurate computation of the

time by means of absolutely reliable chronometers is, of course, essential. Each ship carries in the chart house several such chronometers, carefully protected from danger. These chronometers are nearly always regulated and adjusted in astronomical observatories, and they are accompanied by certificates from these institutions. If the stars are dimmed by clouds the ship can only be steered by aid of the compass and by what is known as dead reckoning. Two most important aids to navigation, which are referred to elsewhere, are the lead and the log, the former serving chiefly for ascertaining the nature of the bottom in shallow waters, which is an indication of the whereabouts of the ship when close to the coast, while the latter is used for recording the speed of the ship. Electric speed indicators have also been used successfully. At night all ships must carry lights, the color, position, etc., of which are regulated according to international agreement. Precise international rules also determine the manœuvers necessary for two ships meeting on the same course, in order to avoid a collision, and it goes without saying that the navigators must have a most accurate knowledge of these rules, which are known as "Rules of the Road" and which are referred to elsewhere. The starboard light is green; the port light is red. It is often difficult for laymen to know which is the port and which is the starboard side of the boat. As you face the bow, the starboard is at your right, while the port is at your left. The port light is red, like port wine. This will help the memory.



LAUNCHING THE BOATS

Ship Lights.—The lights which burn in the side lights are connected in series with corresponding lamps in a controller apparatus provided in the wheel house. If for any reason this side light stops burning it will be noticed by the extinction of the incandescent lamp in the controller apparatus. A further precautionary measure against the unnoticed extinction of the side light consists in the feature of the incandescent lamps

containing two filaments, only one of which, however, glows. When this filament burns through the lamp is not extinguished, but the other carbon filament is automatically set aglow.

Many ships are provided wit', searchlights which are particula.ty valuable in navigating rivers and ship canals. The searchlight, however, is not as prominent a feature in the merchant marine as in the navy.

The steam whistle for giving warnings and for course signals is oper

Fighting Fire with a Fire Helmet in a Troublesome Corner

ated by a drag line from the bridge. The latest steamers have sirens for giving fog and other signals, which are operated by an electric motor. Clocks are often provided which blow the whistle at regular intervals in the fog.

Pilot Signals—When approaching the coast it is customary to raise a flag called a pilot flag, which indicates that a pilot is desired. These pilot flags are of various kinds, and usually consist of some modification of the international merchant flag. Some of them are illustrated elsewhere. At night colored fires are used for the same purpose and for signalling the approach of the steamer to port, in order that the news may be transmitted to her owners, who may make the necessary arrangements for tugs, tenders, railroad trains, etc.

Morse Telegraph.—Another signalling apparatus which is very useful, especially in communicating with lightship, shore stations, etc., is an electric lamp, which is suspended upon the captain's bridge, which is made to flash up at certain longer or shorter

The Fire Helmet with its Air Supply enables the Crew to Enter a Burning Hold and Fight Fire

intervals by the pressure of a key in the chart house, the signals being transmitted by the aid of the Morse alphabet.

The Wireless.—The wireless telegraph is perhaps the most valuable addition ever made to the science of navigation after the invention of the compass. In emergencies, as in the case of the ill-fated "Republic," the services of the wireless are invaluable, and the signal "C. Q. D" is world famous and is perhaps the most harrowing signal that was ever sent into space to be picked up by the antennæ of the wireless of a passing ship or the masts

of a shore station or lightship. The wireless serves not only to transmit the commercial messages of passengers and news of the world, but captains talk to each other constantly about the weather conditions, which often enables them to steer another course, getting away from a storm. The system has already been described under "Telegraphs."

Fog Signals.—More difficult and dangerous becomes the navigation of a ship at times when there is a dense fog, since then obstacles are not visible until it is too late, and a collision or stranding is unavoidable. In foggy weather speed is reduced and the siren blows continuously, and in case of very dense fogs near the coast anchor is sometimes cast until the fogs lift. The siren, which uses steam from the boiler, consists of a rotating disk, through which the steam is allowed to penetrate. The siren can be blown electrically from the bridge, or manually from the same place. In practice on the best ships a clock blows the whistle once every minute, the blast lasting for several seconds. There is very little sleep possible on board when the siren is blowing. As fogs occur most frequently near the coast, special means are provided by which the ships are directed. Lights fail in a fog, so that the best expedient is acoustic signals. However, owing to adverse winds and a difference in the thickness of the fog, it is often very difficult and frequently impossible to even approximately estimate the direction and distance whence the sounds are coming or to hear them at all.

Submarine Bell.—In this respect, a great improvement was brought about a few years ago by the submarine signal apparatus, which was the invention of two Americans, Mr. Mundy and Professor Elisha Gray. In brief, it consists of a submarine bell, which is attached to shore stations and lightships, buoys, etc. The ships themselves carry no submarine bells, as they would not be able to transmit signals owing to their moving through the water. They have, however, a receiving apparatus, which is installed within the hull at the bows, whence the bell signals are transmitted by wires to the telephones in the chart house. A receiver is placed at each side of the ship inside of the plating between the keel and the water line, and by this means it is possible to determine with absolute certainty, as is proved by experience, whether the lightship is at the port or starboard

CLOSING A FIRE BULKHEAD ABOVE THE WATERLINE
Stewards are Drilled to use Fire Pails and Wet Blankets

side. It should be remembered that sound carries about four and one-half times quicker in water than in air, and that signals of this nature can be distinguished at a distance of four or five miles, and sometimes even at greater distances, so that ships fitted with this apparatus are capable of keeping to the course directed by the signals, even in the densest fog. Elsewhere will be found a complete list of all of the shore stations, lightships, tenders, etc., which are equipped with this apparatus and the signals therefor.

The Rich Fire Detector Gained the *Scientific American* Medal for Safety Devices

Lighthouses, Charts and Other Aids to Navigation.—Skippers cannot bring their ships safely into a harbor when the fairway is unknown to them and they are not sufficiently acquainted with its peculiarities. They also require assistance even if they can clearly see the fairway they have to follow. The water to be crossed in front of them is expansive, yet there are frequently obstacles concealed therein which may prove disastrous to the vessel. This is more apt to be the case along the coast or on a river than on the high seas. Moreover, where a limited fairway is provided, there are rocks and sandbanks to be encountered. With the aid of hydrographic charts, which are made on the basis of a careful hydrographic survey, and give the captain an approximate idea of the depth of water which he has under his keel, and further with the aid of frequent soundings, as well as frequent astronomical observations, it is comparatively easy for the mariner to cross the ocean. It is only when a vessel is compelled to steer near the shore or along the river bed that navigation becomes difficult. The wide expanse of water is often very deceptive and the conditions of the channel are frequently such that it is impossible to bring vessels safe and sound to their destination without assistance. By an extensive illumination of the coast by lighthouses, lightships, and by the aid of whistling buoys and bell-buoys, and by an exact indication of the width of the channel by means of buoys and beacons, the difficulties of navigation along the coast and on the rivers have been reduced to a minimum. The landmarks are of great importance for coasting purposes. A distinction is made between "day marks" and "night marks;" conspicuous points, such as church towers, steeples, groups of houses, etc., may serve as landmarks, but on a low coast beacons, high, tower-like frames of wood which are of such a shape and so conspicuous as to be seen from a great distance, are of much value, as are also the lighthouses and lightships, which are accurately illustrated on the chart and which serve their purpose both as day marks and night marks. The charts of navigators are complicated for the layman, but the plans and illustrations given elsewhere are not intended in any sense to be of value to the navigator, but will give an idea to the layman of the location of lighthouses, etc. We have already referred to the submarine bell, which forms a part of the equipment of many lighthouses.

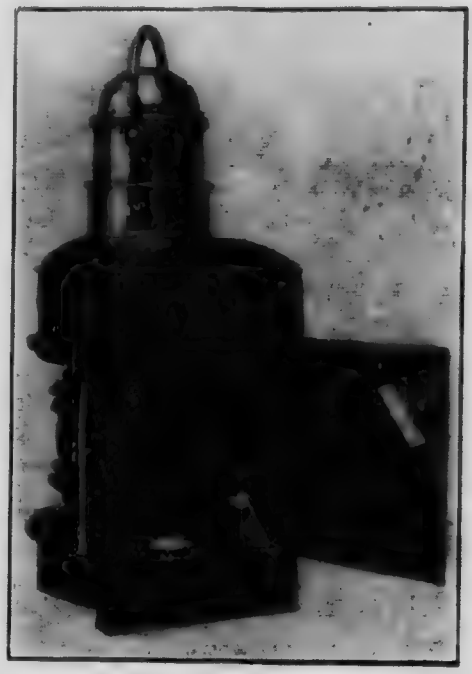
The best of arrangements on board are of avail only in the hands of a well-disciplined staff of officers and crew, and if the ship is commanded by an energetic captain who is aware of his great responsibility. On many vessels the captain belongs to the naval reserve of his country, and in time of war he would render valuable services. One English line and a German line maintain schoolships for the education of sailors for their services.

Equipment for Health and Comfort.—One of the drawbacks of sitting on the deck is that there is apt to be a strong wind, which brings more or less spray aboard. Now, however, many vessels are equipped with wind shel

ers on their promenade decks. Until the introduction of this device there were but few sheltered corners available on deck into which the passengers could retire on windy days. These were such corners as were accidentally formed by the projections of the walls of the superstructures, but there were not nearly enough of them to afford shelter to the many passengers who wished to stay on deck. Moreover, such sheltered spots are usually engaged by experienced travelers immediately on sailing, or even before. On fine days passengers can sit on deck quite pleasantly, but on windy or rainy days all those who are not in the happy possession of a sheltered nook crowd over to the sheltered or [illegible]ard side, for even the canvas covers that are laid down at the railings give but insufficient protection. The new wind shelters, which have been referred to, are very simple and consist of partitions attached in a very ingenious way to the roof over the promenade deck. These are adapted to be seen with bolts to the deck. These partitions are made of wood or wooden frames lined with canvas. The canvas partitions are usually fastened by means of ropes and metal rings or cleats. In warm weather in the tropics the upper panels are removed to provide a good ventilation without draughts.

The Ventilation of Ships.—The ventilation of ships presents a number of difficulties which are not encountered in designing plants for buildings. This is partly due to the very confined space available for the ventilating apparatus, and partly to the motion of the ship, which in rough weather exposes the machinery and duct-work to heavy strains. With a land installation it is always advantageous to centralize the plant as far as possible, but in marine work this is not at all desirable, because a single ventilating plant on board ship would mean an exceedingly complex system of piping, involving the use of large mains, which would occupy far too much valuable space; consequently, it is general practice to install small units, each of which takes care of a certain portion of the vessel. This arrangement applies more particularly to large vessels taking long voyages. For small vessels, however, a central ventilating plant is frequently used. The fans are usually driven by electricity, and do away entirely with the odors of the ship, which were so prominent in vessels of fifteen or twenty years ago. So perfect has the ventilation of ships become that cattle may be carried on vessels which are properly equipped without the slightest inconvenience to the passengers.

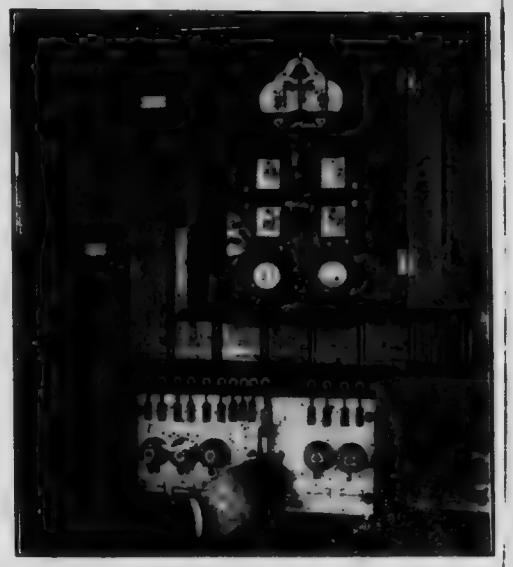
Hygiene on the Ship.—The modern passenger steamship is a hygienic wonder. The ventilation, the water supply, are all that could be desired and, owing to a new invention, the cabins on the promenade decks, which have large windows, can be opened at any time, and even the cabins on the lower decks have windows which, in the event of a heavy



The Ship's Lights—Port (Red), Starboard (Green)

sea, permit the cabins to be supplied with external air without running the risk of shipping water. A cork float obstructs the path of the incoming wave and renders the passage accessible to the air again after the outflow of the water. The inside cabins on most vessels obtain the daylight partly from windows of the upper decks. The cabins are also supplied in many cases with electric fans, especially on those vessels which are going to the tropics or the Mediterranean, so that a most refreshing breeze can be produced at will. In many cases the upper berths

can be folded up out of the way, giving a more spacious looking stateroom. There are also a large number of baths available for the use of passengers, with hot and cold fresh water and hot and cold sea water. The baths are referred to elsewhere in this book. The rich passenger may indulge in the luxury of having his own bath adjoining the cabin if he is willing to pay the rather high price which is demanded for such luxurious accommodations. On one vessel there is an entire deck where every stateroom has a private bath. There are 85 such rooms on this deck. The dining saloon is now so well ventilated that the smell of cooking is no longer perceptible. The terrible smell of coffee being digested in the percolators, which was so prevalent



Calling the Crew to Quarters. The Clock Blows the Siren in a Fog

on vessels fifteen or twenty years ago, has been entirely done away with. This penetrating odor was the last straw to the semi-seasick passenger.

Cabin passengers who are ill receive treatment in their own cabins. If contagious diseases are suspected, the passenger can be isolated and treated in the ship's hospital or specially equipped rooms, so that any danger of infection is immediately prevented. Cabins in which patients have been ill are immediately disinfected on the arrival of the vessel at the next port, formalin being usually used for the purpose. The steerage passengers are accommodated in the steerage part of the vessel and especial hygienic means are provided for their protection, as a considerable number of them are berthed in one compartment. The sanitary arrangements in the steerage are all that could be desired, and superior to those of many hotels which are nearly first class. The rooms in the steerage are admirably ventilated, the foul air being drawn out through pipes having an intake in each compartment. By separating the air supply channels from the air outlet channels a draught is prevented, which was formerly a nuisance to the steerage passengers so that they stopped up the ventilating channels with all kinds of clothing. All the rooms in the 'tween decks are heated with steam. The food, even of the steerage passengers, is very substantial, as will be seen from a study of the bill of fare which is given under the section devoted to the culinary department. Pasteurized milk is distributed several times daily for the use of infants. Before the steerage passengers come on board they must be passed by the doctor. Passengers with contagious and suspected diseases are rejected, also chronic invalids and lunatics, unless they are being deported by the proper authorities. The large steamship lines maintain special inspectors at various points in Europe, in order that the passengers may be vaccinated and otherwise inspected. The doctor goes twice a day through all the compartments on board and examines every passenger. If wind and weather permit, the passenger must come on deck and pass the doctor. They are left above for some time in the fresh air while the rooms in the 'tween decks are being thoroughly cleaned and disinfected. Every fever patient is immediately transferred to the hospital. Hospitals are provided according to the number of passengers; there are separate hospitals for men and women, as well as for infectious diseases. They are kept apart from the other rooms in the 'tween decks and are frequently situated in the middle of the vessel. Doors with double hinges make the entrance to the hospital wider, so that patients can be easily carried in and out. The hospitals have all the modern sanitary appliances of a hospital on land. There are two, three or four beds with wire mattresses. An operating room is also provided, and major operations are not infrequently performed while the great steamers are

rushing through the water at the highest possible speed. In fact, several cases of appendicitis are on record where the vessel was not even slowed down during the period of the operation, as it was found that there was less motion when the great boat was forcing its way through the water at a 23-knot clip.

It has always been a difficult task to properly accommodate the crew on a vessel, the number of which on express steamers reaches 650 to 700. The men are separated according to their occupations and are accommodated close to where they have to do their work. The deck crew are berthed in the fore part of the vessel; stewards and the kitchen personnel below or close to the first and second cabins, each with their own bathrooms; the stokers and coal trimmers have accommodations close to the engine. In order that the latter rooms will not be affected by the heat of the stokerooms they are insulated with "Kieselguhr" cork or asbestos, which is then covered with a thin coating of iron. Several of the stokers are accommodated in one room, but the ventilation is effective and ample, yielding a sufficient supply of fresh air. The stokers also have their own dining room. Ample bath accommodations are necessary after the fierce heat of the stokehole or the grime of the bunkers. The modern vessels are equipped with means whereby fresh air is forced through ventilators into the stokeholes and directly to the place where the stokers are standing. The large coal bunkers are also provided ith ventilating machinery. Fresh air is conveyed downward into all of the bunkers through ventilator heads or swans' necks, which are fixed on the top deck. In consequence of these ventilating appliances, the cases of heatstroke have been reduced to a minimum. Cases of heatstroke in the stokerooms occur chiefly in the Red Sea, Indian Ocean and in the vicinity of the Gulf Stream when the natural ventilation fails to act, as when the vessels are going with the wind. It should be remembered that those who suffer from heatstroke are usually green stokers and coal-passers who have not been hardened to the severe work of the sea. The food for the crew is similar to that given to the steerage passengers, except that it is more ample, according to the hard work to be performed. The crew on the large steamers have their own hospital. The kitchens are chiefly on the main deck, and the ventilation therein is so good that the smell of the cooking is entirely done away with. A doctor on board dispenses the medicines himself, and an ample supply of drugs is at his disposal. A special room is provided as a dispensary. The greatest possible care is taken at the end of each voyage to fill up the stock which has been depleted.

On nearly all steamships filtering plants enable all of the water to be filtered before using, even for washing purposes.

EQUIPMENT OF THE VESSEL

Important progress in steam navigation dates from the time when owners of merchant vessels resolved to follow the practice of the Navy in dividing the

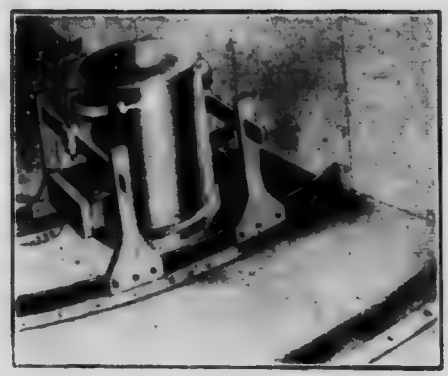
Listening to the Submarine Bell of a Fog-
Eclipsed Lightship

engine power and providing their vessels with twin screws. This not only involved greater facilities in manœuvering, but also created greater safety. If a vessel even met with the loss of one of its propellers it was not completely helpless. Besides, the arrangements for the comfort of the passengers could be much improved. The first cost of this arrangement is necessarily somewhat high, but the safety

of the passengers and ships is the first consideration, so that twin-screw engines are now the rule for all modern passenger ships except where turbines or a combination of turbines and reciprocating engines is used.

For express steamers the main consideration is that their voyages, even in bad weather, should be of practically uniform duration, as a punctual arrival guarantees correct landing and discharge of passengers and mail, and it is remarkable with what exactitude arrivals can be predicted at various seasons of the year.

Auxiliary Engines.—The modern ocean-going steamer presents a tremendously complicated organism, the boiler plant of which may be compared to the lungs and the restlessly working engines to the heart of the human body. In addition to the propelling mechanism which moves the gigantic



The Cylindrical Case contains the Microphone which indicates Bell Sounds on the Bridge

hull through the water by means of the propellers, there is a large number of devices designed to insure the perfect working of the main engines, or to check the force of the unfettered elements. Besides the auxiliary engines, which secure the smooth operation of the main engine plant, there is needed a variety of special devices, by the aid of which the vessel is forced to keep the course prescribed, and others are necessary to supply the inhabitants of the ship with everything that may be conducive to their safety and comfort. A modern express steamer, for example, let us say, a vessel of 20,000 tons and 45,000 horsepower, is equipped with 126 steam cylinders, of which 16 belong to the engine-driving plant, whereas the rest are required for the operation of auxiliary engines. Powerful pumping engines are needed to effect the circulation of water and steam between the boilers and the engines, and to these are added engines to put the water in such a condition as to require as little coal as possible for its evaporation, and to guarantee a minimum of wear and tear on boilers and engines. After the steam has done its work in the engine and has been converted into its original element in the condenser, it is conducted to a large tank, from which the feed pumps in their turn lead it back to the boilers, after it has previously passed through one or two filters or oil separators, to be cleared from oily substances, and has been given a higher temperature in special feed-

The Submarine Bell Sounds from Lighthouses, Lightships and Tenders

water heaters, in order to save coal in the process of its re-evaporation. The air pumps and the boiler feed pumps, which were formerly operated by the main engine, have developed in large steamers into powerful steam pump plants and work quite independently of the main engines. The same may be said of the condensing water pumps, which pump the cooling water through the condenser; they are usually of the centrifugal type and are likewise operated by engines of their own. Since the water in its circular course between the boilers and the engine necessarily loses in quantity, salt water evaporators are provided, in which the salt water is distilled into

fresh water, for even a partial use of salt water would have an injurious effect on the steel boilers. An excessive quantity of air in the feed water, which is likewise detrimental to the boilers, is exhausted by special air-discharging devices attached to the feed-water heaters.

Reversing Engine.—The most important auxiliary engine for the operation of the main engine is the reversing gear, which enables the engineer to quickly and safely effect a change from a forward to a retrograde motion by the turn of a hand wheel. This is a feature which is of the utmost importance in the handling of the ship and on which the safety even of the ship may possibly depend.

Ashes.—The considerable quantities of ashes from the fires are removed by a special device, which hoists the ashes and blows them out to sea through a special system of pipes. The old ash hoist with its terrible din is now a thing of the past, except when ashes have to be removed in port. Large steam donkey engines are also employed for the opening and closing of the stop valves that admit the steam from the boiler to the engine.

Governors.—In a heavy sea, when the ship rolls and pitches and the screws are frequently lifted out of the water, the engines are apt to race; that is to say, the number of revolutions is increased, whereby fractures of parts of the engines may be caused. The governors cut off the steam from the engine by closing the throttle valve. In large engine plants the throttle valve also is manœuvered by donkey engines.

Turning Engines.—In order to be able to execute repairs on the main engine it sometimes becomes necessary to slowly turn the same, and as this can be done by hand power only in the case of small engines steam-driven turning gear is resorted to. In large steamers there is, moreover, a traveling crane, usually driven by electricity, which commands the entire length of the engine room, and is able to lift and move the numerous weights and covers, pistons, etc., as if they were feathers.

Repair Shop.—All large steamers have a repair shop equipped with electrically driven machine tools, enabling all minor repairs to be made with despatch.

Steering Gear.—The steam steering gear is a most important auxiliary machine for the manœuvering of the ship and has been referred to elsewhere.

Bilge Pumps, Winches and Capstans.—Owing to the improved construction of ships in which the hull is divided into a number of separate watertight compartments, the danger of accidents through the admission of water into the ship has been very considerably diminished, and to-day compartments can be emptied with the aid of special bilge pumps. The bulkhead doors have also been referred to elsewhere. For the handling of freight and coal, for the swinging of the boats in and out, there are freight winches, coal winches, deck cranes and boat hoists of various types, which are operated by steam or electricity. The capstans have likewise developed into large engine plants. Some idea of the work which they have to perform may be gained when it is stated that the weight of a single link of the largest

Life Rafts are stored on the Center of the Boat Deck which carries the Life Boats

size of an anchor chain is 450 pounds and the anchor itself may weigh up to 10 tons.

Electricity.—The electric current required for illuminating and minor power purposes is generated, on large steamers, by a plant which would in many cases be able to furnish electricity for a whole city. The distribution of the current is made at the switchboard, and every safety device known to the electrical engineer is provided. There are, in addition, electric bells and telephones. Electric heating is gaining favor every day for steamships, but passengers should remember that electrical heat is very in-

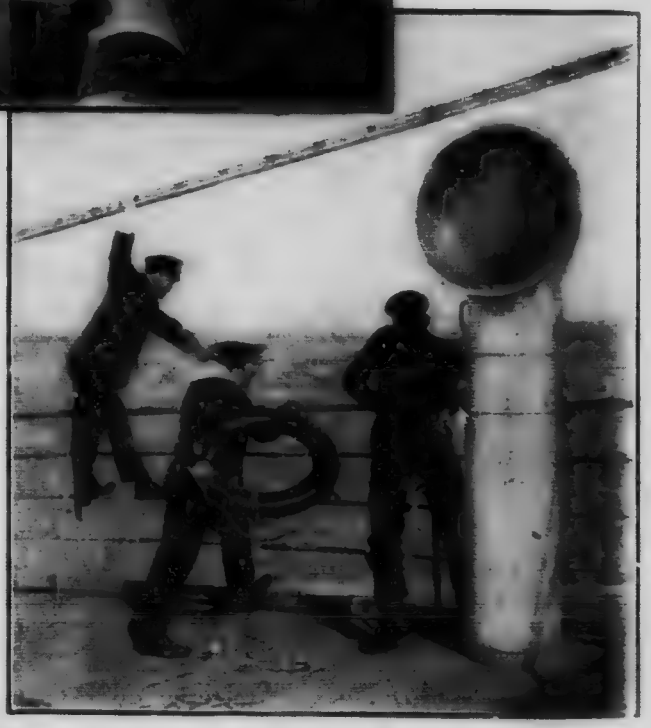
and staterooms the impure air is exhausted and fresh air is admitted by electrical fan ventilators and by natural ventilation through air pipes.

Cold Storage.—With the growing shortness of the voyage and the increased demands of fastidious passengers in regard to the catering, requirements in the way of facilities for the storage of provisions have, of course, kept pace. There are provided on board modern passenger steamers a large number of storerooms of various kinds for the storage of meat, poultry, fish, vegetables, fruit, beer, etc., each room requiring a special temperature. To these storerooms are added ice-chests in the pantries. The necessary

sidious, and great care should be taken that no articles of clothing, rugs, etc., be left on the radiators.

Heating.—Steam heating varies on different ships, but it is safe to say that all these steamers are comfortable and that a passenger will be kept perfectly warm at all times of the year.

Ventilation.—The ventilation of the ship has come in for the greatest possible attention, particularly as regards the staterooms, which are supplied with fresh air regardless of the weather. The engine and boiler rooms are ventilated with air by electrically driven centrifugal ventilators, besides the ordinary air pipes, while in the salons



"Wigwagging" Signal for Man Overboard.—Releasing the Automatic Life Rings from the Bridge.—Sailors Throwing Over a Life Ring under the Direction of an Officer

low temperature is created by special refrigerating plants.

Kitchens.—Machine power is playing a very important part in the whole of the culinary department of the modern steamship. In the kitchen high-tension steam is exclusively used for the cooking of nearly everything. All kinds of electrically driven machines perform their work most economically and in a tenth of the time required by manual labor.

Gymnasiums.—In order to provide physical exercise for the passengers, to counterbalance the effects of a good cuisine and idleness, the latest passenger steamers are equipped with gymnasiums containing the most complicated medico-mechanical apparatus.

Printing Office.—The printing office has electrically operated printing

The Lonesome Bell Buoy is Heard on Every Coast

presses for printing the bills of fare, programs, and sometimes the daily paper which is issued on many steamers, thanks to the wireless telegraph. Without exaggeration, the modern ocean-going passenger steamer may therefore be said to combine all of the achievements of technical science which are in their final purpose always employed with a view of providing for the safety, well-being and comfort of the traveling public.

Many a brain worker finds mountain climbing a wonderful stimulus, and it is not easy work, requiring a level head and steady nerve, but each year the number of alpinists is heavily increased and many well known Americans are among those that each year take walks up a mountain for exercise.

THE WORK OF THE SHIP.

Of all the works of men's hands and brains few things are quite so impressive and fascinating as a ship. It seems so impossible that any fabric put together by man could possibly endure the great force of ocean waves, still less make its way unerringly across them to a purposed destination. The word "steamship" really stands for two distinct and separable things, a steam engine, or engines, and a ship to carry them. An admirable book is "The Boys' Book of Steamships," by J. R. Howden, which is published in London by E. Grant Richards. This title is really a misnomer, and we should be tempted to call it "Everybody's Book of Steamships," as it is filled with the most accurate information, from which we glean some of the following interesting particulars:

The ship's company of a great passenger steamer divides itself into three sections, which we may call the deck, or navigation, the engine-room, and the personal departments. The deck department comes first by right of prescription as well as by the fact that its head, the captain of the ship, has a very important position in the eyes of the law as the ruler over his little kingdom. But increasing responsibility seems to be thrown upon the engine-room, and the captain is indeed powerless if the engine-room reports a serious breakdown. The captain is responsible for everything which concerns the navigation of the ship as he moves her from port to port. To his absolute and unfettered judgment is committed every detail of her handling, whether in calm or storm, in foggy weather or clear. From his post on the lofty navigating bridge he has every detail of the management of the ship under his control. In the large liners he is in both telegraphic and telephonic communication with not only the engine-room, but with the officers stationed at the great anchor or warping capstans both fore and aft. The ship is always taken into or out of port by the captain himself, of course with the aid of a pilot. On such occasions the bow is in charge of the first officer, who executes the orders telegraphed from the bridge as to getting up or dropping the anchor, handling the warps used for mooring or hauling off, and other similar work. The after portion of the vessel is under the care of the second officer, who has charge of the operations in

that quarter. Another officer sees to the carrying out of orders given to the quartermaster at the wheel, another attends to the engine-room telegraph, another to the bow and stern telegraphs, and so on. Everything is planned beforehand; nothing is left to chance. All is carried out in absolute stillness. This triumph of the ship's handling is indeed the triumph of organization. The man who goes up to his vessel's bridge and quietly takes into his hands over ten million dollars' worth of property, and the lives of about three thousand of his fellow-creatures, must be indeed a man of no ordinary sort. Upon him in the last resort all carefully laid plans must hinge. To him the helpless multitudes clustering on the superimposed decks must look for protection. His mental processes may mean a question of life and death to them.

On an ordinary trip, such as a traveler usually enjoys, these things are all forgotten, and the "skipper" is little more than a pleasant host to the saloon passengers, who vie with themselves in obtaining introductions which will allow them to sit at the captain's table; but let one of the hundred little adjustments and correspondences which make a safe voyage go wrong, then it is that the captain shines in his true colors, giving himself without stint for the safety of his ship and passengers. As these lines are written the cable has brought word that a fire was discovered on the "Celtic" in mid-ocean on December 22, and the captain did not let the passengers know about it, and, as the flames were not visible, all on board were in entire ignorance of their danger. In fair weather the genial captain of the "Celtic" spends much of his time with the passengers, but in an emergency like this he at once ordered that the hatches be closed and sealed; efforts were made to locate the fire, but the matter was carefully guarded from the passengers, whose passage was not made less pleasant by the anxiety of the crew. Above decks there was no evidence of anything unusual, notwithstanding the fact that the fire was burning steadily below.

Twenty-two Trains of Thirty Trucks, Each Truck Containing Ten Tons, are necessary to Carry the Coal Required for One Trip Between Liverpool and New York of a Giant Ocean Liner

In times of fog or storm the captain's care is unceasing; for days and nights together he stands on the bridge, taking no rest, and only snatching his food as he watches, this being brought

to him in a covered box, as he cannot leave the bridge. The romance of the sailing-ship was one thing, but the romance of the steamer is quite as much. To have under one's care and control a vessel 600 or 700 feet long, crashing into the teeth of a blinding Atlantic gale, covering three times her own length every minute, demands as much courage and resource as was needed by the captain of the old sailing packet. The other officers are captains in embryo, and all will in time arrive at that position if they have success.

As soon as the harbor "stand-by" is finished, half of the deck department remains on duty while the other goes off. The two halves are called respectively the port and starboard watches. The day is thus divided:

Midnight to 4 a. m.—middle watch; 4 a. m. to 8 a. m.—morning watch; 8 a. m. to noon—forenoon watch; noon to 4 p. m.—afternoon watch; 4 p. m. to 6 p. m.—first dog watch; 6 p. m. to 8 p. m.—second dog watch; 8 p. m. to midnight—first watch.

The number of men grouped in these watches varies with the ship. The liner of to-day can carry comparatively few men in a deck department. The following is a list of the officers in the navigating department on board the "Mauretania":

Captain	1
Officers	8
Quartermasters	8
Boatswains	3
Carpenters	3
Lamp-trimmer and yeoman	2
Masters-at-arms	2
Marconi telegraphists	2
Seamen	40
	69

To the quartermasters is entrusted the steering of the ship. This is accomplished by the steam steering-gear, which is arranged so that a small steering wheel in the wheel-room on the bridge admits sufficient steam to the steering engine to cause it to turn the tiller the required distance in the required direction. The tiller head in large ships consists of a heavy steel quadrant with a toothed edge, with which the steering engine engages by means of a bevel gear. The steering engine itself is usually in duplicate, one engine being worked on one trip, and its fellow on the next, so that either is available in turn as a reserve engine. The tiller quadrant is connected with the rudder head by means of an arrangement of coiled springs, which take up the shock of a heavy sea striking the rudder and prevent the force of the blow from being transmitted to the engine. In case of an entire breakdown hand wheels are provided, which can be worked manually by four men.

It is the lamp-trimmer's duty to see that the oil lamps, which are still sometimes used for the ship's lights, are trimmed, cleaned and filled. Four of the most able-bodied and experienced seamen are appointed to the position of "lookout." Two of these are constantly on duty in the little crow's nest perched high upon the foremast within hailing distance of the bridge. The ascent to the crow's nest is usually up an iron ladder within the mast itself.

The deck department's duties include everything connected with the keeping of the deck and its gear tidy and clean. As soon as the vessel leaves port the litter and lumber is cleared up, the decks are washed with sand and water and are rubbed with "holystones." Every morning the earliest sound to reach the ears of the sleeper is the noise of the brooms and water on deck. The smallest discoloration on the paint is at once noticed and the spot is promptly painted over. It is only by such minute precision that depreciation is decreased. One of the first duties on leaving port is the preparation of a couple of smaller lifeboats, one on either side of the ship, so that they may be ready to render instant succor if the terrible cry of "man overboard" is raised. For this purpose they are swung outward on their davits, and are lashed to padded poles secured to the davits to preserve them from any injury due to the rolling of the ship. They are equipped with oars, mast, sails, baler, water breaker, and other necessaries; thole pins and rudder are secured in their places, and the falls, by which the boats would be lowered into the water, carefully oiled so that a single turn of the wrist will cause life rings to drop into the water on either side, both fore and aft, and a warning light indicates to the officer in charge when they have all left the vessel. Wig-wag signals are also used in case of an emergency of this kind, to locate the supposed person in peril. The derricks are then unshipped and laid carefully to rest on the crutches provided, and

all the miscellaneous gear with which the modern vessel of large carrying capacity is encumbered has to be safely stored away. On most of the modern ships electrical installation has been provided to run the engines. The deck department includes all signaling arrangements. The flag signaling is most in use; the flags spell out messages according to the international code. The signals are read with the aid of a glass. The distance at which such messages are readable is comparatively short, but of course in a fog, thick squall, or windless calm, they are useless. One of the plates in this volume gives all the flags used, and on another page will be found full information regarding the signals.

Besides these flag signals, there are sound signals, some of which are also visible, such as a gun fired at intervals, rockets, flares, blue lights, and other pyrotechnic displays. Each line has special signal lights which are largely used for calling pilots. A gun fired every minute, rockets, flares and shells fired one at a time, are all signals of distress. The signals given by means of the steamer's siren are also important, although they are limited in range. They consist principally of general warnings, such as when a vessel is about to loose from a dock, etc., also in foggy weather when a long blast on the siren at regular intervals makes night and day hideous. The fog siren is very often blown with the aid of a clock which controls its mechanism, as shown in one of our engravings. Another use is in narrow waters when vessels are meeting, crossing or overtaking one another. In these cases whistle signals may be used as follows:

THE PERSONNEL OF A SHIP LIKE THE "MAURETANIA"

One short blast to mean *I am directing my course to starboard.*

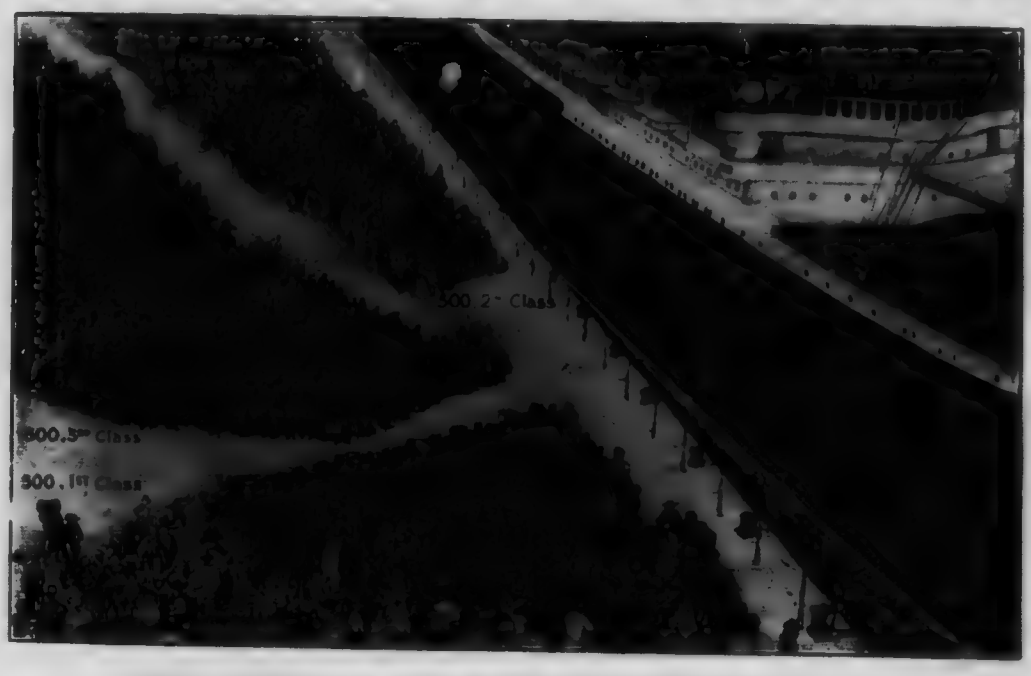
Two short blasts to mean *I am directing my course to port.*

Three short blasts to mean *I am going full speed astern.*

The rules of the road at sea are simple; all steamers must keep out of the way of sailing vessels, and all those meeting end on keep to the right. The most fertile cause of collision is when steamers are crossing one another's track. The rule for steamers crossing one another is that the one which has the other on its right hand, or star-

board side, must keep out of the way. Of course, no rules are of avail when the weather is so thick that ships cannot see one another in time, and the more slowly the ship is going, the more slowly will she answer her helm. The care of all the steam whistles is under the control of the officer of the watch, who also, unless the captain be present, superintends the making of all the other signals. These signals are actually made, in most ships, by the quartermasters, upon whom also devolve the raising and lowering of house flags and ensigns.

The wireless telegraph, which is referred to *in extenso* elsewhere, is the most valuable aid to navigation since the invention of the compass. It is to be hoped that before long every ocean-going steamer will be equipped with this very valuable modern invention. Perched away in some lofty corner of the deck is the wireless operator's house, and from it run the wires which connect to the "aerials," which are stretched from mast to mast. Constant messages as to the weather, posted in the companionways, sent by other ships or from the land, beget the greatest possible confidence in the safety of ocean travel. The writer of this book will never forget the consternation which was caused on a voyage a couple of years ago, when the wireless fell to the deck. In the midst of a terrible storm practically all work was suspended on the decks until the sailors had succeeded in rigging the "aerials" and we were once more in communication with Cape Sable. The installation is not only used as an aid to navigation, but commercial messages are received from passengers as well. A chart is exhibited, usually in the companionway, intimating with what passing vessels communications are being maintained. Some vessels carry a post-office staff of mail sorters, who sort up the mail during the trip, so that as soon as it is landed it may be scattered at once to its various destinations without going to a land office.



THE PASSENGERS OF A SHIP LIKE THE "MAURETANIA"

Turning now from the deck to the engine-room, we find that on the "Mauretania" the complement for navigating purposes is as follows:

Engineers	33
Refrigerating engineers	3
Firemen	204
Trimmers	120
Greasers	33
	393

The duties of the engineers' department are legion. Besides the main engines, or turbines, as the case may

be, with their accompanying equipment of pumps, air, hot well, feed water, etc., there is a vast installation of auxiliary machinery. There are dynamos to provide the electric light and power needed throughout the ship, under the charge of competent electrical engineers; then there are the refrigerating engines, ventilators of all kinds, for the modern liner has no odor of any description. An elaborate pump system is arranged to fill or empty any part of the hidden honeycomb of water chambers as the navigating department may require, with a view to altering the trim of the ship. Then an adequate equipment of fire-pumps must be always ready at a moment's notice to flood any part of the ship if a danger such as that of fire should threaten. Most or all of these pumps must also be arranged so as to be available for use in freeing the ship of water in the event of collision or any other like peril. Besides all these there are the service pumps for the domestic uses of the ship. Kitchen and pantries need copious supplies of fresh water, both hot and cold; the bathrooms scattered throughout the vessel must be amply supplied with both hot and cold fresh and sea water; while there are also the many lavatories and water-closets to be served. When we remember the number of people, passengers and crew, carried on board a big liner, we can begin to conceive of the complex labyrinth of piping and the extensive pumping machinery that these services demand. Other auxiliary machines are the ash hoists, where the pneumatic system of ash ejectors is in use. This ingenious contrivance distributes the ashes in a constant brown stream twenty feet from the ship's side. Labor is confined to shoveling the ashes into a hopper, time is immensely reduced, and the decks are kept clean. The engineering department also has charge of the powerful winch and capstan engines used for getting up anchor, stowing the cargo and baggage, and such like. There is also a large amount of steam-piping for heating purposes, although on many ships the cabins are also heated by electricity as well. On the "Lusitania," for instance, there are no less than 66 auxiliary machines of one sort and another, besides her main turbines. The engineers' work is by no means ended when the steamer reaches port. In fact, it is in port that the foundation is laid which will result in freedom from trouble and breakdown at sea.

We now come to the stewards' department, and again using the "Mauretania" as an example, we find the complement of the personal department as follows:

Doctor	1
Purser	1
Assistant pursers	2
Chief steward	1
Chief steward's assistants	2
Chef	1
Barbers	2
Cooks and bakers	28
Matrons	2
Stewardesses	10
Mail-sorters	7
Typists	2
Leading stewards, barkeepers, etc.	50
Stewards	367
	476

The doctor is responsible for the health of every person on board the ship, and also for every steerage passenger, who must undergo the doctor's scrutiny so as to guard against infectious diseases being introduced into the vessel.

The daily round of inspection begins at 10:30 every morning on most ships. This is conducted by the captain himself, accompanied by the doctor, purser and chief engineer. Together they make the round of the ship to see that everything is in perfect order and to investigate any causes of complaint. The purser is a very hard-worked individual, who can render much help to passengers, as can also the purser's assistant or head steward. The purser receives valuables, exchanges money, and through his department pass all the ship's accounts, as well as those of the passengers. The stewards are divided into two main classes—the saloon stewards, who wait on passengers at meal time and generally through the day, and the stateroom stewards, whose duties are sufficiently indicated by their nomenclature. These last are again divided into those on duty by night and by day. Among the minor stewards are deck stewards and smoke-room stewards, and some of these stewards are allotted to each class of passengers. Everything must be kept in spotless condition to satisfy the exacting requirements of the traveler for whose money many lines are competing, and the chief steward has eyes as keen as any housewife's to detect any

signs of slovenliness or dirt. A constant check must be kept upon the issue and use of all stores. On a first-class liner the cost of the raw materials for food would almost stagger an ordinary hotel proprietor. The writer has it upon credable authority that on one line the actual cost of materials provided for each passenger costs $2.50 a day without service. On a certain coast-wise line where the table is also well spoken of, the expense for the same period was only 79 cents. Of course, hothouse grapes and grapefruit out of season form quite a feature in expenses of this kind. Elsewhere we give graphical comparisons of the provisions which are consumed by two of the great liners. The storerooms, the butcher's and grocer's shops, and all the machinery of housekeeping are a most interesting sight.

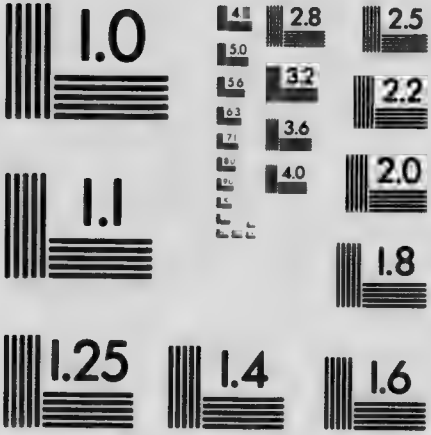
The work of the stewards is not confined to the time during which the vessel is at sea. At the end of the voyage the ship undergoes a thorough spring cleaning. Every piece of plate or cutlery belonging to the vessel is collected and checked. If there is any shortage the account is divided up and assessed against the stewards; therefore, it is hoped that no reader of this book will ever be tempted to take an after-dinner coffee spoon as a souvenir. Similar stock-taking is going on in all articles at the same time. Everything in the way of cooking utensils is thoroughly cleaned and overhauled. All the table and bed linen is collected and sent ashore, usually to the company's own laundry. On a ship like the "Lusitania," where about 3,000 dinner napkins are used in a day, one will get some idea of what the five-days' wash really means. Every bit of carpet is taken up and beaten, floors and walls are scrubbed. In third-class quarters even the mattresses are ripped and the straw stuffing taken out and burned, then the covers are thoroughly purified and sewn up again with fresh straw. The quarters are then whitewashed or painted. The plumbers are engaged in overhauling the plumbing during the same time, while carpenters and joiners and upholsterers are busy.

THE MERSEY
The Training Ship of the White Star Line

In traveling in winter a hand or foot warmer will be found a great comfort. The best trains are properly heated as at home, but once off the beaten track and discomfort is apt to be encountered.

MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



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STEAMSHIP BUILDERS.

The various steamship companies have shown great catholicity in the selection of the builders of their vessels. Thus we find that the ships of the American Line were built by Wm. Cramp & Sons, Philadelphia, Pa.; Harland & Wolff, Belfast, and J. & G. Thomson of Glasgow, and the Atlantic Transport Line vessels were all built at Belfast by Harland & Wolff. The Cunard Line, for their more recent vessels, have patronized the Fairfield Co., Fairfield; J. Brown & Co., Glasgow; John Elder & Co., Fairfield; and Swan & Hunter, Newcastle. The "Mauretania" was built by the latter concern, and the "Lusitania" by J. Brown & Co. The vessels of the French Line, with one exception, were built at St. Nazaire by the Company. The Hamburg-American Line has patronized ship builders in the United Kingdom as regards the "Pennsylvania," "Amerika," "President Lincoln," and "President Grant," all of which were built by Harland & Wolff. Most of their other boats were built by the Vulcan S. B. Co., Stettin, and by Blohm & Voss, Hamburg. The "Cincinnati" is the product of the Schichau Yards at Dantzig. The vessels of the Holland-America Line were all built at Belfast by Harland & Wolff, with the exception of the "Potsdam," which was built at Hamburg by Blohm & Voss. Most of the vessels of the North German Lloyd were built by the Vulcan S. B. Co., of Stettin, by F. Schichau, of Dantzig, Blohm & Voss, of Hamburg, and J. C. Tecklenborg, of Geestemunde. The "Berlin" was built by the Weser Ship Building Co., of Bremen. The vessels of the Red Star Line were built by John Brown & Co., Harland & Wolff, and two American firms, the New York Ship Building Co., of Camden, and Wm. Cramp & Sons, Philadelphia. The Scandinavia American Line vessels were mostly built by Stephen & Son, of Glasgow, but one of their boats was built by Harland & Wolff, of Belfast. This famous firm of ship builders has constructed all of the vessels of the White Star Line with the exception of the "Cretic," which was built at Newcastle, by Hawthorn, Leslie & Co. They are also building the "Olympic" and "Titanic," the great sea monsters which will soon be launched (October, 1910?).

Remember that in France matches and tobacco are a government monopoly. Cigars in France are bad and dear.

WORLD COMMERCE IN 1909

Allowance being made for advance in prices of commodities, the statistics at present available indicate that the commerce of the world in 1909 was little or not at all greater than the commerce of 1908. Enough is at hand to indicate the volume of the trade movement. The world business of the various nations in 1909 is reported thus:

Exports	1909.
United States	$1,728,203,271
United Kingdom	1,841,884,000
Germany	1,590,031,000
France	1,063,746,000
Austria-Hungary	469,627,000
Belgium	501,203,000
Canada	269,137,000
Cuba	124,711,000
Egypt	128,895,000
British India	547,064,000
Italy	363,559,000
Japan	204,167,000
Spain	175,806,000
Switzerland	211,852,000
Imports	
United States	$1,475,812,580
United Kingdom	3,040,300,000
Germany	1,954,839,000
France	1,152,715,000
Austria-Hungary	564,555,000
Belgium	658,113,000
Canada	316,517,000
Cuba	91,027,000
Egypt	109,885,000
British India	392,118,000
Italy	594,269,000
Japan	195,784,000
Spain	182,517,000
Switzerland	304,065,000

The following information relative to tides depressing the land was obtained from a recent issue of the New York "Sun":

The elasticity of the earth in relation to its responsiveness to pulls and strains has been the subject of recent tests made by John Milne, the noted engineer and seismologist. He lays claim to having established that the ocean tides have an appreciable effect in depressing land levels. Experiments which are quite distinct from the recent investigation of the so-called land tides were made with a modified form of the seismograph at Bisdon Observatory near Liverpool. They proved, according to Milne, that the bed of the Irish Sea becomes depressed from the increased load of water at every high tide, the effect being to pull the shores nearer together and make the land slopes steeper. As the amount of deflection is only one inch to sixteen miles, the discovery is rather of scientific than of practical importance.

The Norddeutscher Lloyd has two training ships of its own, for the purpose of educating cadets for a higher nautical career and especially for positions as officers and captains of the mercantile marine. Both are large four-masted sailing ships, built entirely of steel. One, called "Herzogin Sophie Charlotte," is 2581 gross register tons, the other, christened "Herzogin Cecile," has a gross register of 3200 tons.

THE OCEAN AND NAVIGATION

The area of the ocean is about 2½ times that of the dry land. The latter is for its greater part aggregated on the Northern hemisphere, the Southern is pre-eminently oceanic.

Areas.—The areas of the three grand oceans are given at 67.7 million square miles for the Pacific, 34.7 for the Atlantic, and 18.6 for the Indian. The two Polar seas are much smaller, but no exact figures can be given.

Depth.—The mean elevation of the land surface is estimated at about 383 fathoms, and the mean depth of the sea at 2,100 fathoms, hence the latter is about five times as great as the former; but, in spite of this disparity, the culminating heights of the land (the Gaurisankar with 29,000 feet) approach very nearly the great depths of the sea (the Guam trench with 5,269 fathoms or 31,614 feet). The mean depth of the three great oceans is about the same, the Pacific is slightly deeper and the Indian rather shoaler than the Atlantic Ocean.

Composition and Density of Sea Water.—Although the absolute quantities of salts in sea water are very variable, the relative proportions are always very nearly the same. In 1,000 parts of sea water are found on an average 27.9 parts of chloride of sodium (common salt), 3.2 parts of chloride of magnesium, 2.2 parts of sulphate of magnesium, 1.3 parts of sulphate of lime and 0.7 residue. It is estimated that there are 4,800,000 cubic miles of salt in the sea, which would cover the entire earth to a depth of 112 feet.

The Bottom of the Sea.—The bottom of the sea is different in many respects from the surface of the land. The mantle of sea water protects it from subaerial disintegration and erosion, which gives such a varied shape to the landscape, and although sea water may decompose the bottom of the ocean, there are no currents strong enough to transport the residue to distant regions. While the land surface is constantly reduced by denudation, the bottom of the sea receives constant accessions. The materials which contribute to this process are either of continental or pelagic origin. The first are either such as the ceaseless action of the waves removes from exposed parts of the coast or material brought down to the coast by the rivers. The currents carry these materials out to sea, and while the heavier ones, such as gravel and coarse sand, remain near the shore, the lighter ones, as fine sand, silt and mud, are transported to considerable distances before they sink to the bottom. In this way the coast is

CROSSING THE EQUATOR OR THE LINE
Is celebrated by Father Neptune in seaweed and barnacle dress.

lined with a fringe of continental deposits which may be quite narrow, but often attains a width of 100 miles or more. This fringe is designated as continental shelf; when broad it has a moderate slope, and is generally assumed to terminate with the 100 fathom curve. It is succeeded by a well defined steeper slope called the continental slope.

Newfoundland Banks.—Continental or terrigenous deposits are often found at considerable distances from

the coast, disconnected from the shore deposits; in such cases they are formed by conflicting currents losing their velocity and depositing the sand silt which they carry. These deposits, called sand banks, often constitute dangers to navigation. In the higher latitudes melting icebergs and floes produce banks; in this way the large Newfoundland Banks, 270 miles wide, are supposed to have been formed. The finest terrigenous material, designated as mud, is carried to sea far beyond the 100 fathom limit, and in the shape of blue, red, green, volcanic and coral mud, covers about one-seventh of the ocean's bottom to depths of over 1,000 fathoms. These "muds" also cover the bottom of the large continental basins with the exception of the Gulf of Mexico and the Caribbean Sea, and prevail in the Arctic seas. The continental slope generally descends very gently from the "shelf" to the trough of the sea, but there are instances of quite steep descent; such are met with off the west coast of Europe, Africa, Mexico and South America, also near volcanic and coral islands. But the bottom of the deep troughs and basins nearly everywhere presents the profile of the dead level of a vast plain. Although animal life presents its contribution to the continental deposits in the shape of broken shells of mullusca, etc., they occupy only an accessory position, and it is in the deeper parts of the ocean that they constitute the principal component. Globigerina ooze, composed mainly of the microscopic shells of a genus Foraminifera, covers over one-third of the ocean's bottom; it prevails in the medium depths and especially where there are warm currents, like the Gulf Stream. The largest area is found in the Atlantic Ocean; it predominates in the northwestern part of the Indian, but is restricted to the Polynesian Plateau in the Pacific Ocean. The red clay occupies the greater depths of the ocean, and a larger area than any other deposit, more than one-fourth of the earth's surface. It is a genuine clay and assumed to be the result of the decomposition of pumice and other volcanic materials. A depth of 32.2 feet of ocean water is equal to the pressure of one atmosphere, 15 pounds to the square inch. From this the pressure at any depth in the ocean may be obtained.

The Gulf Stream.—The surface of the ocean is very rarely in a state of perfect rest. Near the coast, in channels and estuaries, ocean currents are referred to a variety of causes, among which the tides are the most important, but in the open sea the winds are recognized as the primary cause of all the great currents. The trade winds are those which in the Atlantic and Pacific oceans blow with great regularity all the year round on both sides of the equator; in the Northern hemisphere from the northeast, and in the southern from the southeast. In the Atlantic the southeast trades are the prevailing winds between the Cape of Good Hope and Rio de Janeiro to the equator, the northeast trades between lat. 12° N. and about lat. 30° N. The two regions are separated by a region of light changeable winds, and calms called the equatorial calms or doldrums. The trade winds induce currents on the ocean's surface called the North and South Equatorial Currents respectively. Their limits approximate those of the corresponding trade winds. The South Equatorial Current passes north of the equator, due partly to the configuration of the South American coast, which compels the current to take a northwesterly course, and enters the Caribbean Sea. One part of the waters which the North Equatorial Current conveys to the American shores enters the Caribbean Sea and joins those of the South Equatorial; the other part moves along the Bahamas toward the northwest. The current through the Strait of Yucatan into the Gulf of Mexico, which is one of the strongest on record (from 60 to 120 miles per day), is solely due to the difference of level between the Caribbean Sea and the Gulf. But these waters do not tarry in the Gulf of Mexico, its level being in turn higher than that of the Atlantic; they are, consequently, forced toward the Strait of Florida, where they find an outlet, enter the Atlantic as the celebrated Gulf Stream, a name first used by Franklin. In the narrowest part of the channel, off Cape Florida, it approaches the coast to within 15 miles, occupies the entire width (40 miles) and depth (482 fathoms) of the channel and attains velocities of 69 to 100 miles per day at the surface. After leaving the Straits, the Gulf Stream moves to the northward over a rocky bottom with a depth of 460 to 270 fathoms, and distant from the coast about 100 nautical miles. In lat. 34° it enters the deep water of the ocean; when off Cape

OFFICER PLOTTING THE SHIP'S COURSE
In the Chart Room, while another officer is listening to the Submarine Bell of the Lighthouse.

Hatteras, it again approaches the coast, being distant only 35 miles and in depths of over 1,500 fathoms. Its temperature there is between 31° C. in summer and 26° C. in winter, having lost only about 3° since leaving the Straits of Florida. It is readily recognized by its high temperature and dark blue color, its western edge being especially well defined. It is not a deep current: at the depth of 250 fathoms its temperature is 10° C., under its western edge it is 7.2°, while under its eastern edge a temperature of 15.6° is found. This appears to indicate that it moves over a wedge of cold water which comes from the north and west and descends toward the east into the depths of the ocean. After leaving Cape Hatteras it gradually changes its northeast direction into due east with constantly diminishing velocity and temperature until it reaches the southern edge of the Banks of Newfoundland, which it does in summer in lat. 42½° N. and in winter in 41½° N. with temperatures of 22° C. and 10° C. respectively, with a velocity of 24 to 30 miles per day. It is here no longer considered as an ocean current, but a drift, and is called the Gulf Stream drift. The deflection of the Gulf Stream toward the east is attributed partly to the rotation of the earth and partly to the direction of the prevailing winds. While the central part of the Gulf Stream drift makes its way toward the western shores of Europe, one part enters Davis Strait and produces an open channel to the southern part of Baffin Bay during winter; another one passes into Denmark Strait between Iceland and Greenland, but it soon sinks into the depths of the sea. A more persistent branch passes between Iceland and the British Islands and the coast of Norway, and has been traced to the eastward as far as the west coasts of Spitzbergen and Nova Zembla during the summer season. The southern part of the Gulf Stream drift, more properly called Atlantic drift, leaves the main body south of the Azores and, as the North African Current, follows the coast of Africa to Cape Blanco, where it joins the North Equatorial Current.

Sargasso Sea.—The vast oval-shaped area enclosed by the North Equatorial Current, the Gulf Stream and the Gulf Stream drift is one of calms and weak drifts, and is called the Sargasso Sea from the sea-weed which accumulates about its borders.

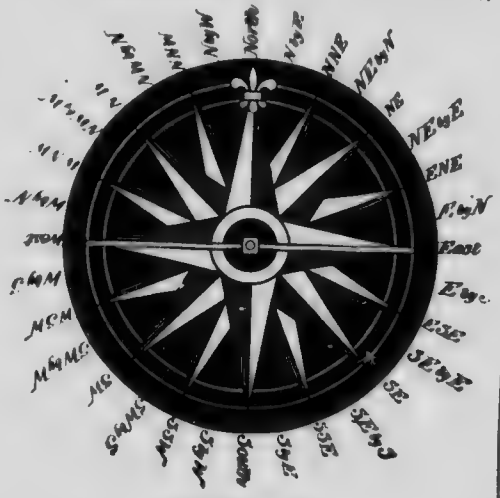
NAVIGATION.

At sea, with no land in sight, there are two methods available to the navigator for finding where his vessel is—by "dead reckoning" and by "observation" of the heavenly bodies.

Dead Reckoning.—The dead reckoning depends for its accuracy upon the correctness with which the mariner knows, first, the course, or direction in which the vessel has moved, and, secondly, the distance run; and it is the course and distance "over the ground" that should be considered, for a knowledge of the ship's progress through the water will not suffice for exact results if the water itself has been in motion. From this it may be understood that errors are always to be expected in dead reckoning, due to inaccuracies in estimating the course and the distance sailed, and to the effect of the unknown movement of the sea itself, that is, the "current."

The Compass.—To obtain the course or direction sailed the compass is the sole source of knowledge. It may be considered that this is quite sufficient, and so it is when thoroughly understood; but the compass is not the simple and obedient servant of the mariner that it is ordinarily credited with being. "True as the needle to the pole" may be outrageously false, and usually is. The pole that the free magnetic needle seeks is the earth's magnetic pole, situated in Arctic North America (latitude 70 N. and longitude 96 W.), not the geographical one to which we are accustomed to refer; hence the needle points at an angle from the true north, which depends upon the relative directions of the two poles at the position of the observer. This inaccuracy amounts to about 9 degrees at New York, about 15 degrees at London, and attains a value of upward of 30 degrees on a voyage between two places; at some points the error is very large, and as may readily be conceived, in localities between the magnetic and geographical poles the "north" end of the needle points due south. The error caused by this discrepancy in the indication of the needle is called the "variation" or "declination" of the compass: its value has been determined by observations for all the navigable waters of the globe, and the results are accessible to the mariner, who makes allowance for the false pointing of his compass according to the position in which he

finds himself; he must be careful, however, to employ the value corresponding not only to the proper place, but also the proper time; for the magnetic pole has a slow motion which is constantly creating differences in the values of the variation, so that in the course of a few years a material alteration takes place in this error in each locality. In every vessel in which iron or steel is used to any material extent for construction or equipment, or in which these metals are carried in the cargo, there is exerted upon the compass needle a magnetic effect independent of that of the earth,



Compass Card

and the needle, instead of seeking the magnetic pole, takes up a position that is dependent upon the combined influence of the magnetic force of the earth and that of the ship. This error is called the "deviation" of the compass, and it exerts a different influence and therefore produces a different deflection of the needle, on every different heading of the ship, in every different locality, and on every different angle of inclination from the vertical or "heel" of the ship; in other words, it is different at Yokohama from what it is at Singapore—different when the ship heads northeast from what it is when she heads southeast, different when she heels to starboard on one slope of a wave from what it is when she heels to port on the other slope. It is not at all unusual for the deviation to amount to as much as 45 degrees. To overcome this error it is customary to "compensate" the compass—that is, to place near the needle artificial deflectors which will oppose to each of the various magnetic forces of the ship an equal corrective force, and thus neutralize the disturbance under all the various circumstances that may arise.

But even with the compass thoroughly understood there are other errors that may occur in the reckoning of the course; the helmsman may be inexpert or the sea heavy, and in consequence the ship may not always heave as desired; she may go off sidewise, or, to use the nautical expression, "make leeway," to an unknown degree; and an ocean current for which it is impossible to make accurate allowance may produce errors of both course and distance.

The Log.—The distance run is the second essential element of the dead reckoning. It is ascertained by various methods. In the early days of navigation it used to be determined by tossing a piece of wood overboard from the forward part of the vessel and then having a man walk aft, keeping abreast of it as it was left behind by the vessel; the time it took the man to traverse a known distance on the deck afforded a basis for calculating the speed.

The method was replaced by one still in use on many vessels—"heaving the log." A "chip" or piece of wood of appropriate shape is tossed overboard astern, being arranged to float in an upright position and thus present a flat surface not easily drawn through the water; to it is attached a marked line; the chip remains stationary while the line is paid out from a reel; the distance that the chip is left astern in a given time (usually indicated by a sand glass) shows the speed of the vessel, the marks of the line being so placed as to give the results directly in knots.

THE COMPASS CARD.

The compass needle carries a card divided into 32 "points." A point= angle of 11° 15′ and is subdivided into quarter points of 2° 48′ 45″ each.

THE PATENT LOG.

The "Patent Log."—The most modern method of determining speed is by the "patent log." A small screw-shaped "rotator" is kept towing astern at the end of a long plaited line; as the vessel moves through the water the little screw rotates, the principle involved being the same as that upon which the big screw-propeller drives the ship; each turn of the

rotator is transmitted through the towline to the shaft of a registering apparatus, and the distance run at any moment may be read from the register as one tells time by the clock.

Some navigators dispense with all instruments and reckon distance by the revolutions of the engine—a successful method if they have a sufficiently extensive acquaintance with their vessels to know the number of revolutions required to drive the vessel a distance of one mile through the water under all the different conditions that may be encountered.

BRIDGE OF THE "LUSITANIA"
Showing the Engine Telegraph, Telephones, Signals, etc.

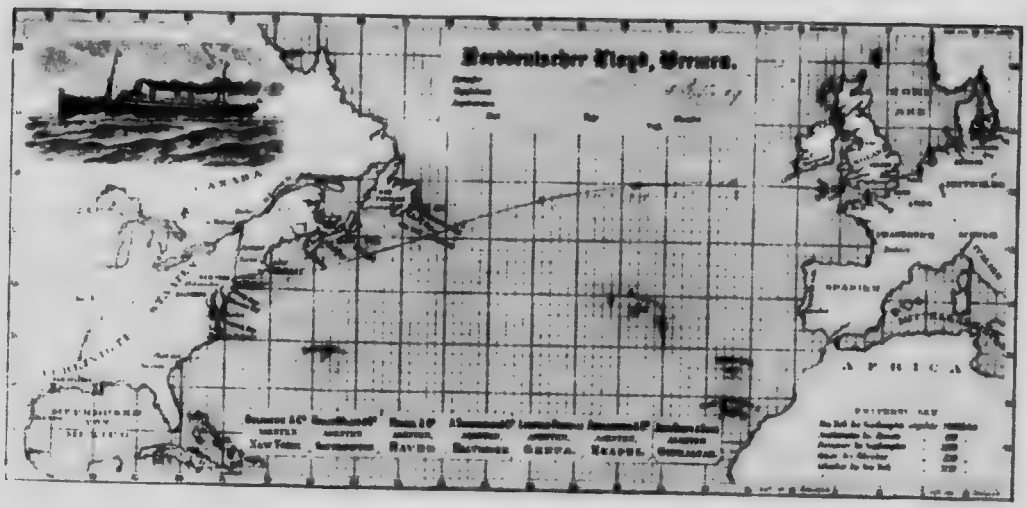
Observation.—Absolute accuracy of results in the recording of distance is seldom attainable, notwithstanding the superior means of determination that exist in these latter days; so that the distance, like the kindred term of the problem, the course, can never be relied upon implicitly, and the navigator must look for a means to obtain, from time to time, a fresh "departure" by which he may start anew his dead reckoning. For this purpose observations of the celestial bodies are made.

The Sextant.—For the taking and working of astronomical sights there are required a sextant, a chronometer and a nautical almanac. The sextant is a light, handy instrument by means of which the angle between two objects may be measured. It carries two mirrors, of which one is capable of motion about a pivot, and the other is fixed. There is a telescope through which the observer looks directly toward one of the objects—in the case of a sea observation, the horizon; the movable mirror is then placed in such a position that a ray of light from the second object (the sun or other heavenly body) is reflected to the fixed mirror and thence, through the telescope, to the eye of the observer. When the one object, seen directly, and the other, seen by reflection, appear to the observer to be in coincidence the measure is made, and it only remains to read the amount of the angle from a graduated scale over which an index travels to mark the position of the movable mirror on its pivot; and so nice is the graduation and so effective the method of reading that angles may be measured to the nearest ten seconds.

or to a 360th part of a degree. In the accompanying drawing of the sextant the two mirrors are shown at C and N with the telescope at T. The mirror is fixed to the frame of the sextant, while the mirror C is attached to the index bar D, which at its lower extremity passes over the graduated arc of the sextant. At E and F are colored glasses to protect the eyes when the sextant is used for taking measurements of the altitude of the sun. As an example of the use of the sextant, suppose it be desired to determine the altitude of the sun A above the horizon B (page 184). The fixed mirror of the sextant has an unsilvered portion and the observer looking through the telescope with his eye at D can see the horizon directly through the unsilvered part *m* of the mirror. At the same time he will see in the silvered part of the mirror an object reflected from the movable mirror C. If the movable mirror occupies the position *ab* parallel to the fixed mirror the reflected image will show the horizon B^1 and the index arm will be at I, showing that the angle between the object seen directly through the mirror *m* and the reflected object is zero degrees. If, however, the arm be moved to the position I^1 the observer will see the reflection of the sun A coincident with the horizon B in the mirror *m* and the index arm at I^1 will show what the angle of the sun with the horizon ($A\ C\ B^1$) is.

The Chronometer.—An instrument of equal importance in navigation is the chronometer, which is nothing more or less than a time-piece in which every known device is employed to insure absolute uniformity of running. It is hung in "gimbals" or swinging rings, so that it may remain level as the ship rolls and pitches, and it is kept in a damp-proof, dust-proof and shock-proof case, and treated with the utmost tenderness, being especially guarded from changes of temperature. It is not expected that the chronometer shall always show absolutely the correct time of the standard meridian, but the requirement demanded is that its gain or loss shall be precisely the same from day to day; the latter condition being fulfilled, the navigator may ascertain, before leaving port, the "error" of his instrument, or the amount it varies from the true time at a certain place on a certain day, and the "rate" or amount of change in each 24 hours. In view of the importance of the chronometer in the determination of position, the better equipped vessels carry three or more of these instruments, instead of putting unlimited faith in a single one.

Nautical Almanac.—There is published annually, by the government of each of the more important maritime nations, a "Nautical Almanac," in which are given tables by which the positions of the sun, moon, planets and all fixed stars of material magnitude may be found for any instant



THE OFFICIAL CHART WITH DAILY COURSE PLOTTED

throughout the year. The navigator who is supplied with this book, together with a sextant by which he may measure the angular height, or "altitude" of any visible body above his horizon, and a chronometer rated to the exact time of a standard meridian (such as that of Greenwich), has at hand all the means necessary for finding the vessel's position by means of the celestial bodies.

The computation is not a difficult one, being facilitated, like many other operations in navigation, by tables. When the body observed is on the meridian the problem assumes a particularly simple form, and hence it is an invariable rule, if the weather is clear, to take an observation of the sun when it attains its maximum altitude at noon, and to work up the day's run to that time and begin anew the dead reckoning.

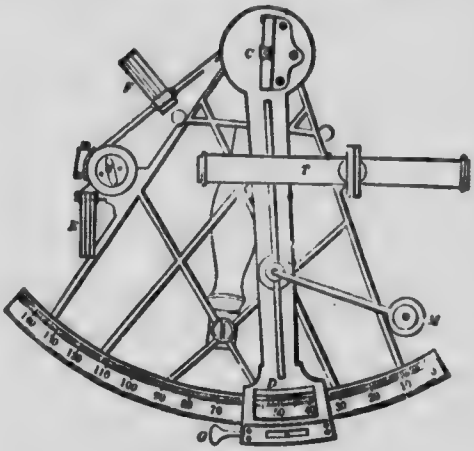
How an Observation Is Taken.—From the height of the sun above the horizon at noon one is able to determine his latitude. At the time of the equinoxes, that is, on March 21 and September 23, the distance of the sun from the zenith (that is, when on the meridian) is equal to the latitude of the observer. For instance, at the equator, or latitude 0, the zenith distance would be 0, for the sun would pass directly overhead. At the pole it would be 90 degrees, for the sun would just peep above the horizon. At New York the zenith distance would be 41 degrees, at Liverpool 53 degrees, etc., the latitude of New York being 41 degrees and that of Liverpool 53 degrees. As it is impossible to measure the zenith distance with any degree of accuracy, because there is no object directly overhead on which to train the sextant, the altitude of the sun above the horizon is measured instead and this angle is subtracted from 90 degrees to give the zenith distance or latitude of the observer. But for a given latitude the sun mounts higher each day during the first half of the year and declines steadily for the rest of the year. It is necessary therefore for the navigator to consult the Nautical Almanac to ascertain how much to add or subtract from the observed altitude of the sun in order to find his latitude.

The latitude being ascertained, it is only necessary for him to determine his longitude so as to know just where on the surface of the globe he is. The longitude is determined by the chronometer, which, as just explained, is merely an accurate timepiece that keeps Greenwich Time. Not accounting for slight variations in the apparent motion of the sun, which are recorded in the Nautical Almanac, it will be understood that the sun arrives at the meridian of Greenwich every day at twelve o'clock noon. At one o'clock P. M. Greenwich Time, the sun will reach the 15th meridian west of Greenwich, at two o'clock the 30th meridian, and so on around the world. An observer who finds that the sun comes to meridian when his chronometer points to 3 o'clock, knows that he is at longitude 45 degrees west of Greenwich. Should his timepiece point to 2:30 the longitude would be 37½ degrees west of Greenwich.

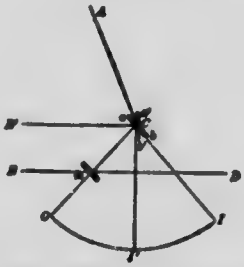
Officers usually make their observations in duplicate to avoid errors.

When clouds and fog prevent the taking of observations, the mariner has no recourse but to rely upon dead reckoning; but his reliance, in such a case, is not implicit, and the captain makes due allowance in approaching the land for possible inaccuracies in the supposed position.

Nautical Charts.—Where the land is in sight and where courses are shaped and positions found from terrestrial objects, the first requirement is a nautical chart, which shows the features of the land and water with a completeness of detail that the landsman would scarcely dream of. Upon it are represented in proper position, the shore-line and the prominent characteristics of the land—mountains, towns, lighthouses, windmills, conspicuous trees, and houses, sand benches, bluffs, rocks, islets—everything that could possibly be recognized by a person on a passing vessel and utilized for locating position. The water is also depicted, and nearly all that is above and below it—buoys, lightships, and all floating ob-



THE SEXTANT.



THE SEXTANT SHOWN DIAGRAMMATICALLY.

jects of a permanent nature; the depth of water at frequent intervals, especially over shoals, reefs, and dangers; the character of the bottom in different regions, whether mud, sand, coral, or other substance; the direction and velocity of tidal and other currents that may be expected; and much useful information besides. By this chart the ship may be guided in safety among the dangers that beset her near the land.

The Lead.—Among the means of ascertaining the whereabouts of the ship in the neighborhood of the coast or of protecting the vessel from stranding on the shoals, the lead is of great importance.

The lead line is marked with strips of leather, cotton cloth and woolen cloth at various intervals as follows: At two fathoms two strips of leather; at three fathoms, three strips of leather; at five fathoms a white cotton strip; at seven fathoms, a red woolen strip; at ten fathoms, a piece of leather with a hole in it; at thirteen fathoms, a blue woolen strip; at fifteen fathoms, a white cotton strip; at seventeen fathoms, a red woolen strip; and at twenty fathoms, a leather piece with two holes in it. The object of using cotton and woolen strips is to enable them to be distinguished with the tongue at night.

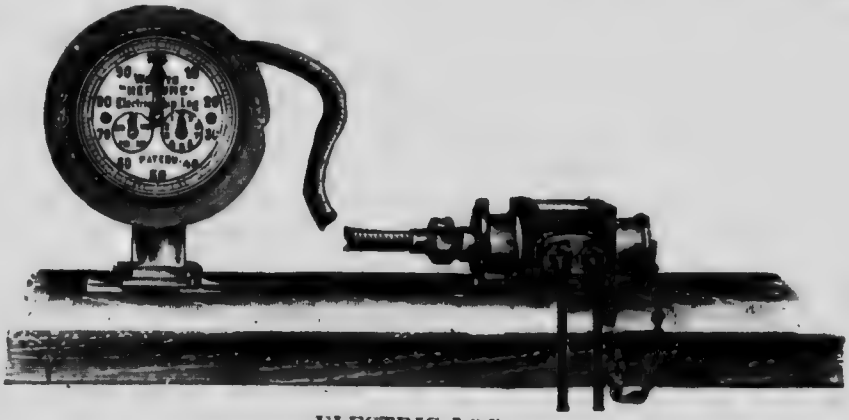
A considerably improved sounding apparatus was invented by Lord Kelvin. This apparatus is used as follows: Without reducing the speed of the steamer an ordinary lead is thrown overboard together with a brass tube, into which latter is inserted a glass tube closed at the top, but open at the bottom, and painted inside with a coating of red-colored chromic silver. In proportion to the depth of water at the respective place of sounding, the sea water enters the tube only to a certain height and presses the air contained in it upwards. The chromic silver is discolored by the water so far as the latter has entered into the tube, and on the principle of Mariotte's Law the depth of the sea to which the glass tube has descended can be ascertained. The lead is then hauled in again by means of a strong piano wire, and the apparatus is at once ready for further use. The disadvantage of the glass tubes being fit to be used only once and having to be refitted with chromic silver has been done away with in the case of some steamers by the use of tubes of dull glass which show the height of the water entered into them without a special chemical substance being required, and need only be dried in order to be ready for further use.

Engine Room Signals.—One bell means "*Ahead slow*," when the engines are stopped; but when the engines are working "ahead slow" or "astern slow," one bell means "*Stop*."

When the engines are working "full speed ahead," one bell means "*Slow down.*" The jingle bell means "*Full speed ahead*" when the engines are working "ahead slow," and "*Full speed astern*" when they are working "astern slow." Two bells means "*Astern slow*" when the engines are stopped. Four bells means "*Astern*" when the engines are working full speed ahead, and four bells followed by a jingle bell means "*Reverse and full speed astern.*"

The Barometer.—The height of the barometer affords a measure of the pressure on the surface of the earth exerted by the atmosphere, such pressure being principally caused by the weight of the dry air. For use at sea the mercurial barometer is the more accurate, the aneroid the more sensitive. The former requires four readings: for *capacity*, owing to the change of level of the bowl as the mercury rises or falls; for *capillarity*, owing to the depression of the mercurial column, caused by a *small* glass tube; for *temperature*, since all observations are reduced for comparison to a common temperature of 32° F.; for *height* above sea-level.

Many of the conditions governing the use of this instrument are unsatisfactory. For instance, at sea, the navigator is handicapped through lack of the necessary overland pressure reports from surrounding areas. Again, there are agencies at work such as the belief in the effect of outside bodies, like the moon, upon the weather; and the state of the weather as indicated by certain signs, the so-called meteorological folk lore. These retard to a considerable extent the acceptance of the science of forecasting and make the layman ask, when he does not understand the readings of either the barometer or the face of the sky: Will a basis for prediction ever be secured and popularized so that a traveler studying the probabilities of storm and anti-cyclone may know fairly well when and how to look for the changes intrinsic to the elements? As it is, the tourist on land is troubled the same as the one at sea, because the weather may be stormy when the head of the column of mercury in the tube is soaring in the region of fair, and *vice versa*, contradictions that do not bother the forecasters of the Weather Bureau, who are armed with their many data from various directions at a given moment. If he has no confidence in the official high per cent. of success, to be found in the newspaper summaries if at hand, he can turn to an interpretation of the sky. This art has been neglected since the publication of weather prognostics, but in the absence of the mechanical details that are slowly systematizing the many accumulating data of pressures, sky readings are invaluable and of growing importance, especially since the discovery of Ballot's law of storms, but they belong to the subject of clouds. Still the conclusion is reached even by experts, that there is no direct key to pressure phenomena, no way of fully regularizing barometric observations until they can be gathered over a still wider area through the service of ships and island stations, and the establishment of weather stations at the farthest extremes of continental communication. Until these improvements come, pre-



ELECTRIC LOG

dictions must be made on wind-barometer indications now in use in limited areas, and not till then may the average traveler be weatherwise beyond acting on the guide-book advice, "Not to forget, that it is always going to rain."

These wind-barometer indications are: When the wind sets in from points between south and southeast and the barometer falls steadily a storm is approaching from the west or northwest, and its center will pass near or north of the observer within 12 or 24 hours with the wind shifting to northwest by way of southwest and west. When the wind sets in from points between east and northeast and the barometer falls steadily, a storm is approaching from the south or southwest, and its center will pass near or to the south or east of the observer within 12 or 24 hours with wind shifting to northwest by way of north. The rapidity of the storm's approach and its intensity will be indicated by the rate and the amount of the fall in the barometer.

The direction in which the wind blows is determined by the relative positions of regions of high and low pressure. So Ballot's Law is as follows:

For the Northern Hemisphere.

Stand with your back to the wind, and the barometer will be lower on your left hand than on your right.

For the Southern Hemisphere.

Stand with your back to the wind, and the barometer will be lower on your right hand than on your left.

In the northern hemisphere, whenever we are within or on the borders of an area of low barometrical readings, the wind blows round it counterclockwise, and whenever we are within or on the border of an area of high readings, the wind blows round it clockwise, *i. e.*, in the direction in which the hands of a clock move. In the southern hemisphere the converse is true in both cases.

It is not from the point at which the column of mercury may stand that one is alone to judge the state of the weather, but from its rising or falling. When rather below its ordinary height, say down to near 29½ inches at sea level, a rise foretells less wind or less wet, but when it has been very low—about 29 inches—the first rising usually precedes strong wind or heavy squalls, *after* which violence a gradually rising glass foretells improving weather if the temperature falls. Indications of an approaching change of weather and the directions and force of winds are shown less by the height of the barometer than by its falling or rising. Nevertheless a height of more than 30 inches is indicative of fine weather, except from east to north occasionally. A rapid rise indicates unsettled weather; a slow rise the contrary; a *steady* barometer, when continued, and with dryness, foretells very fine conditions. A rapid and considerable fall is a sign of stormy weather and rain or snow. Alternate rising and sinking indicates unsettled and threatening weather. The late Admiral Fitzroy, F. R. S., held that weather signs were accessories to the barometer and thermometer for use in knowing the state of the air. Any traveler who vigilantly watches the appearances of the sky will find these signs to be as follows:

Whether clear or cloudy, a rosy sky at sunset presages fine weather; a red sky in the morning, bad weather or much wind, perhaps rain; a gray sky in the morning, fine weather; high dawn, wind; low dawn, fair weather.

Soft-looking or delicate clouds foretell fine weather, with moderate or light breezes; hard-edged, oily-looking clouds, wind. A dark, gloomy, blue sky is windy, out a light, bright-blue sky indicates fine weather. Generally the *softer* the clouds look the less wind (but perhaps more rain) may be expected, and the harder, more "greasy," rolled, tufted or ragged, the stronger the coming wind will prove. Also a bright yellow sky at sunset presages wind; a pale yellow, wet; and thus, by the prevalence of red, yellow or gray tints, the coming weather may be foretold very nearly, and if aided by instruments, still nearer.

Small inky-looking clouds foretell rain; light scud clouds driving across heavy masses show wind and rain, but if alone, may indicate wind only.

High upper clouds crossing the sun, moon or stars in a direction different from that of the lower clouds, or the wind then felt below, foretell a change of wind.

After fine, clear weather the first signs in the sky of a coming change are usually light streaks, curls, wisps or mottled patches of white distant clouds, which increase and are followed by an overcasting of murky vapor that grows into cloudiness. This appearance, more or less oily or

watery, as wind or rain will prevail, is an infallible sign.

Light, delicate, quiet tints or colors, with soft, undefined forms of clouds, indicate and accompany fine weather, but gaudy or unusual hues, with hard, definitely outlined clouds, foretell rain and probably strong wind.

Remarkable clearness of atmosphere near the horizon, distant objects, such as hills, unusually visible or raised (by refraction) and what is called "a good *hearing* day," may be mentioned among signs of wet, if not wind, to be expected.

More than usual twinkling of the stars, indistinctness or apparent multiplication of the moon's horns, halos, "wind-dogs" (fragments or pieces of rainbows, sometimes called "wind-galls") seen on detached clouds, and the rainbow, are more or less significant of increasing wind, if not approaching rain, with or without wind.

Lastly, the dryness or dampness of the air and its temperature (for the season) should *always* be considered, *with other* indications of change or continuance of wind and weather.

NORTH ATLANTIC ICE MOVEMENTS.

Vessels crossing the Atlantic Ocean between Europe and the ports of the United States and British America are liable to encounter icebergs or extensive fields of solid compact ice, which are carried southward from the Arctic region by the ocean currents. It is in the vicinity of the Great Bank of Newfoundland that these masses of ice appear in the greatest numbers and drift farthest southward athwart the trans-oceanic steamer routes. In April, May and June icebergs have been seen as far south as the thirty-ninth degree of latitude and as far east as longitude 38° 30′ west of Greenwich; and, although its occurrence is such a great rarity that navigators need not be concerned about it, floating ice may be met with anywhere in the North Atlantic Ocean northward of the fortieth degree of latitude at any season of the year.

THE ORIGIN OF THE NORTH ATLANTIC ICE.

The bergs which usually appear in the North Atlantic have their origin almost exclusively in western Greenland, although a few may come around Cape Farewell from the Spitzbergen Sea and some may be derived from Hudson Bay.

A huge ice sheet, formed from compressed snow, covers the whole of the interior of Greenland. The surface of this enormous glacier, only occasionally interrupted by protruding mountain tops, rises slightly toward the interior and forms a watershed between the east and west coasts, which is estimated to be from 8,000 to 10,000 feet above the sea. The outskirts of Greenland, as they are called, consist of a fringe of islands, mountains and promontories surrounding the vast ice-covered central portion and varying in width from a mere border up to 80 miles.

Everywhere this mountainous belt is penetrated by deep fiords, which reach to the inland ice, and are terminated by the perpendicular fronts of huge glaciers, while in some places the ice comes down in broad projections close to the margin of the sea. All of these glaciers are making their way toward the sea, and, as their ends are forced out into the water, they are broken off and set adrift as bergs. This process is called *calving*. The size of the pieces set adrift varies greatly, but a berg from 60 to 100 feet to the top of its walls, whose spires or pinnacles may reach from 200 to 250 feet in height and whose length may be from 300 to 500 yards, is considered to be of ordinary size in the Arctic. These measurements apply to the part above water, which is about one-eighth or one-ninth of the whole mass. Many authors give the depth under water as being from eight to nine times the height above; this is incorrect, as measurements above and below water should be referred to mass and not to height. It is even possible to have a berg as high out of water as it is deep below the surface, for, if we imagine a large, solid lump of any regular shape, which has a very small sharp high pinnacle in the center, the height above water can easily be equal to the depth below. An authentic case on record is that of a berg, grounded in the Strait of Belle Isle in 16 fathoms of water, that had a thin spire about 100 feet in height.

THE AGENCY OF TRANSPORTATION OF ICE FROM THE ARCTIC REGION.

The Labrador current passes to the southward along the coasts of Baffin Land and Labrador, and, although it occasionally ceases altogether, its usual rate is from 10 to 36 miles per day. Near the coast it is very much influ-

enced by the winds, and reaches its maximum rate after those from the northward. The general drift of the current is to the southward, as shown by the passage of many icebergs, although occasions have arisen on which these have been observed to travel northward without any apparent reason. The breadth and depth of the current are not known, but it is certain that it pours into the Atlantic enormous masses of water for which compensation is derived from the warm waters of the Atlantic and from the East Greenland current that flows around Cape Farewell.

ICEBERGS.

All ice is brittle, especially that in bergs, and it is wonderful how little it takes to accomplish their destruction. A blow of an ax will at times

GREENLAND ICEBERG

split them, and the report of a gun, by concussion, will accomplish the same end. They are more apt to break up in warm weather than cold, and whalers and sealers note this before landing on them, when an anchor is to be planted or fresh water to be obtained. On the coast of Labrador in July and August, when it is packed with bergs, the noise of rupture is often deafening, and those experienced in ice give them a wide berth.

When they are frozen the temperature is very low, so that when their surface is exposed to a thawing temperature the tension of the exterior and interior is very different, making them not unlike a Prince Rupert's drop. Then, too, during the day water made by melting finds its way into the crevices, freezes, and hence expands, and, acting like a wedge, forces the berg into fragments. It is the greatly increased surface which the fragments expose to the melting action of the oceanic waters that accounts for the rapid disappearance of the ice after it has reached the northern edge of the warm circulatory drift currents of the North Atlantic Ocean. If these processes of disintegration did not go on and large bergs should remain intact, several years might elapse before they would melt, and they would ever be present in the transoceanic routes. In fact, instances are on record in which masses of ice, escaping the influences of swift destruction or possessing a capability for resisting them, have, by phenomenal drifts, passed into European waters and been encountered from time to time throughout that portion of the ocean which stretches from the British Isles to the Azores.

They assume the greatest variety of shapes, from those approximating to some regular geometric figure to others crowned with spires, domes, minarets and peaks, while others still are pierced by deep indentations or caves. Small cataracts precipitate themselves from the large bergs, while from many icicles hang in clusters from every projecting ledge. They frequently have outlying spurs under water, which are as dangerous as any other sunken reefs. For this reason it is advisable for vessels to give them a wide berth, for there are a number of cases on record where vessels were seriously damaged by striking when apparently clear of the berg. Serious injury has occurred to vessels through the breaking up or capsizing of icebergs. Often the bergs are so nicely balanced that the slightest melting of their surfaces causes a shifting of the center of gravity and a consequent turning over of the mass into a new position, and this overturning also frequently takes place when bergs, drifting with the current in a state of delicate equilibrium, touch the ocean bottom.

FIELD ICE.

Field ice is formed throughout the region from the Arctic Ocean to the shores of Newfoundland and yearly leaves the shore to find its way into the paths of commerce. Starting with the Arctic field ice and coming to the southward, we find this ice growing lighter, both in thickness and in quantity, until it disappears entirely. Ice

made in the Arctic is heavier and has lived through a number of seasons. After the short summer in high latitudes ice begins to form on all open water, increasing several feet in thickness each season. Much of this remains north during the following summer, and, though it melts to some extent, it never entirely disappears, so that each succeeding winter adds to its thickness.

Small fragments of bergs find themselves mingled with Arctic fields and become frozen fast. These, when liberated to the southward, are called

ICEBERG AND FLOE ICE.

growlers, and form low, dark, indigo-colored masses, which are just awash and rounded on top like a whale's back. They are very dangerous when in ice fields which have become loose enough to permit the passage of vessels through them, and should always be looked for; they can be seen apparently rising and sinking as the sea breaks over them.

SIGNALS IN RELATION TO ICE.

Information as to wind, temperature, weather indications, and the state of the ice can be obtained by communicating with the marine signal stations of Newfoundland, St. Pierre, and Canada. These are situated at Cape Race, Cape Ray, Belle Isle, Chateau Bay, Amour Point, Galantry Head (St. Pierre), and St. Paul Island.

Wireless telegraph stations are operated for the Department of Marine and Fisheries of the Dominion of Canada by the Marconi Wireless Telegraph Company at most of these stations, and vessels fitted with Marconi apparatus can communicate with them.

LANES FOR ATLANTIC STEAMERS.

The following routes, agreed to by the principal Steamship Companies, came into force January 15th, 1899:—

WESTBOUND. FROM 15th JANUARY TO 14th AUGUST, BOTH DAYS INCLUSIVE.

Steer from Fastnet, or Bishop Rock, on GREAT CIRCLE Course, but nothing South, to cross the meridian of 47° West in Latitude 42° North, thence by either *rhumb line* or Great Circle (or even North of the Great Circle if an easterly current is encountered) to a position South of Nantucket Light-Vessel, thence to Fire Island Light-Vessel, when bound for New York, or to Five Fathom Bank South Light-Vessel, when bound for Philadelphia.

FROM 15th AUGUST TO 14th JANUARY, BOTH DAYS INCLUSIVE.

Steer from Fastnet, or Bishop Rock, on GREAT CIRCLE Course, but nothing South, to cross the meridan of 49° West in Latitude 46° North, thence by *rhumb line*, to cross the meridan of 60° West in Latitude 43° North, thence also by *rhumb line*, to a position South of Nantucket Light-Vessel, thence to Fire Island Light-Vessel, when bound to New York, or Five Fathom Bank South Light-Vessel, when bound for Philadelphia.

EASTBOUND. FROM 15th JANUARY TO 23rd AUGUST, BOTH DAYS INCLUSIVE.

Steer from 40° 10′ North, and 70° West, by *rhumb line*, to cross the meridian of 47° West in Latitude 41° North, and from this last position nothing North of the GREAT CIRCLE to Fastnet, when bound to the Irish Channel, or nothing North of the GREAT CIRCLE to Bishop Rock, when bound to the English Channel.

FROM 24th AUGUST TO 14th JANUARY, BOTH DAYS INCLUSIVE.

Steer from Latitude 40° 10′ North and Longitude 70° West, to cross the meridian of 60° West in Latitude 42° 0′ North, thence by *rhumb line* to cross the meridian of 45° West in Latitude 46° 30′ North, and from this last position nothing North of the GREAT CIRCLE to Fastnet, when bound to the Irish Channel, and as near at possible to, but nothing North of the GREAT CIRCLE to Bishop Rock, always keeping South of the Latitude of Bishop Rock when bound to the English Channel.

At all seasons of the year steer a course from Sandy Hook Light-Vessel, or Five Fathom Bank South Light-Vessel, to cross the meridian of 70° West, nothing to the Northward of Latitude 40° 10′. NOTE.—At times during the season when ice is prevalent an agreement arrived at between the various steamship companies concerned is to follow routes even more southerly than the tracks given above.

Flowers, fresh fruit, lettuce, and mushrooms are grown under glass during the voyage on certain ships, that are provided with greenhouses with movable windows, steam pipes, etc.

BRIEF RULES FOR THE USE OF OIL TO PROTECT VESSELS IN STORMY WATERS.

1. Scudding before a gale, distribute oil from the bow by means of oil bags or through waste pipes. It will thus spread aft and give protection both from quartering and following seas.

2. Running before a gale, yawing badly, and threatening to broach-to, oil should be distributed from the bow and from both sides, abaft the beam.

3. Lying-to, a vessel can be brought closer to the wind by using one or two oil bags forward, to windward. With a high beam sea, use oil bags along the weather side at intervals of 40 or 50 feet.

4. In a heavy cross sea, as in the center of a hurricane, or after the center has passed, oil bags should be hung out at regular intervals along both sides.

5. Drifting in the trough of a heavy sea, use oil from waste pipes forward and bags on weather side.

6. Steaming into a heavy head sea, use oil through forward closet pipes. Oil bags would be tossed back on deck.

7. Lying-to, to tack or wear, use oil from weather bow.

8. Cracking on, with high wind abeam and heavy sea, use oil from waste pipes, weather bow.

9. A vessel hove to for a pilot should distribute oil from the weather side and lee quarter. The pilot boat runs up to windward and lowers a boat, which pulls down to leeward and around the vessel's stern. The pilot boat runs down to leeward, gets out oil bags to windward and on her lee quarter, and the boat pulls back around her stern, protected by the oil. The vessels drift to leeward and leave an oil-slick to windward between the two.

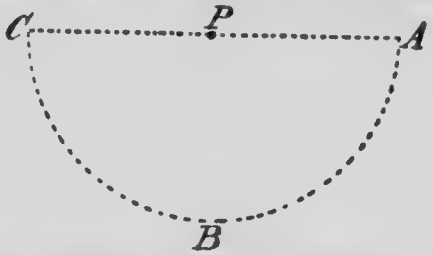
10. Towing another vessel in a heavy sea, oil is of the greatest service, and may prevent the hawser from breaking. Distribute oil from the towing vessel forward and on both sides. If only used aft, the tow alone gets the benefit.

11. At anchor in an open roadstead use oil in bags from jibboom, or haul them out ahead of the vessel by means of an endless rope rove through a tailblock secured to the anchor chain.

The simplest method of distributing oil is by means of canvas bags about 1 foot long, filled with oakum and oil, pierced with holes by means of a coarse sail needle, and held by a lanyard. The waste pipes forward are also very useful for this purpose.

GREAT CIRCLE SAILING

We have been taught in the high school that a straight line is the shortest distance between two points. This is far from being true on maps and charts of the earth. All charts are distorted, for the reason that they try to show a spherical surface on a flat surface. For instance, the ordinary Mercator projection of the world will show that Lisbon, Portugal, is almost due east of Philadelphia, but if a ship should sail along the 40th latitude, which is represented by a straight line on the map, it would travel over a hundred miles further than was necessary. A much shorter course would be to fol-



GREAT CIRCLE SAILING.

low a curve leading far north of the 40th latitude. If a large globe is available, it is an easy matter to prove this by measuring the distances with a string, and it will be found that the shortest distance between two points would lie along the arc of a great circle. In other words, should you cut the globe in two along this arc the knife would pass through the center of the earth. If you cut the globe in two along a parallel of latitude above or below the equator you would slice off less than a hemisphere.

To illustrate the matter more clearly, suppose a man who was a mile distant from the pole wished to travel to a point an equal distance from the pole, but on the opposite side. He would not think of pursuing a course parallel with the equator, as indicated by A B C in the figure, but would go directly across the pole along the line A P C. The curvature of the course A P C would be very flat and almost negligible. Exaggerate this to let the point A represent New York and C Peking, China, which is at about the same latitude as New York, and almost 180 degrees to the west. If a

traveler traveled west from New York and another traveled north the former would have 2,500 miles further to go than the latter, because the curve over the north pole would be much flatter than the curve parallel to the equator which would be taken by the traveler going due west. The arcs of great circles are the flattest arcs that can be pursued on the earth, and consequently represent the shortest distance between any two points.

WHAT IS LLOYD'S?

This world-famous institution of the shipping world takes its name and derives its origin from a coffee-house established in Tower Street by one Edward Lloyd toward the end of the 17th century, and removed in 1692 to the corner of Lombard Street and Abchurch Lane. In 1773 the brokers and underwriters frequenting the house, to the number of 79, took rooms on the northwest side of the Royal Exchange, where ever since this great institution has been established. In 1870 an Act of Incorporation was applied for and obtained in 1871. The objects were described as being (1) the carrying on of the business of marine insurance by members of the society, (2) the protection of the interests of members of the society in respect of shipping and cargoes and freight, and (3) the collection, publication and diffusion of intelligence and information. To carry out the third object Lloyd's has a staff of about 1,500 agents in all parts of the world constantly reporting to headquarters, where clerks are employed both day and night. Lloyd's also maintains an extensive system of signal stations for reporting vessels, etc., which is of great benefit to the shipping community. An inquiry office is also maintained, where the relatives of crew or passengers may obtain without cost, information concerning the movements of the vessel in which they are interested. In addition to "Lloyd's List," published daily, the corporation publish "Lloyd's Weekly Shipping Index" every Thursday, "Lloyd's Calendar" annually, and "Lloyd's Book of House Flags and Funnels." A "Captains' Register" is kept, consisting of a biographical dictionary of all the certificated commanders of the British mercantile marine, about 24,000 in all. The record of losses is kept in the "Loss Book."

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

This is a society voluntarily maintained by the shipping community with the primary object of the classification of vessels. It is the recognized authority on such matters all over the world. The society's affairs are managed by a committee of 60 members, composed of merchants, shipowners and underwriters, elected at the principal shipping centers of the country. In technical matters affecting the society's rules for the construction of vessels and machinery, the committee has the advantage of the co-operation of a body of experts, 15 in number, selected by the principal institutions of the United Kingdom associated with naval architecture and engineering, the iron and steel and forge-making industries. Branch committees of the society are established on the Mersey and on the Clyde. In the case of new vessels, after the plans have been submitted to and approved by the committee, the building of the vessels proceeds under the supervision of the society's surveyors, who, when the vessels are completed, send a detailed report to the committee, by whom the class is assigned. The highest class for iron and steel vessels is represented by the character 100A1, and for wooden vessels by A1. It is from the latter character that the phrase "A1 at Lloyd's" is derived. In addition to the classification of vessels other duties have from time to time been entrusted to the society. Under the authority of Government it controls the testing of anchors and chains at all the public proving-houses in the country. During the year ended June 30, 1909, over 345 miles of chain cable and 6,896 anchors were tested. Lloyd's Register has, moreover, been entrusted by Parliament with the duty of assigning freeboards to vessels under the Merchant Shipping Act, 1894, and the load lines of 14,864 vessels have been dealt with by the committee. The society also conducts the testing of steel used in the construction of vessels and machinery. During the above stated period 478,000 tons of steel were submitted to the tests required by the rules.

A package of address tags of linen will not come amiss.

USE OF OIL TO CALM THE SEA.

A substance, in order to be of use in subduing the violence of waves, should be capable (1) of spreading rapidly over the surface of the sea, (2) of making the tension of the exposed surface less than the surface-tension of water, and (3) of forming a continuous surface film, whose particles are distinct from the particles of water and therefore do not share their orbital motion.

The following liquids for calming the sea are listed in the order of their efficiency: Soapsuds, sperm oil, oil of turpentine, rapeseed oil, linseed oil, benzoin, ricinus oil, oil of almonds, oil of olives, petroleum.

Of the substances named, petroleum spreads less rapidly than any of the others, its tendency to spread being only about one-half that of olive oil, one-third that of linseed oil, one-fourth that of sperm oil, and one-fifth that of soapsuds. This explains, in large part, why seamen have found it inferior to the other oils, especially those of animal and vegetable origin, for calming the sea.

According to theory, of all the liquids named, soap water is the best agent for preventing the growth of waves, both on account of its superior spreading power and the reduction of the surface tension that it brings about.

Oil of turpentine is the best of the oils for spreading and reducing the tendency of the wind to form waves and increase their size. Moreover, oil appears to have a great advantage over soap water, since it weighs less than water and does not mix with it.

HEIGHT OF WAVES.

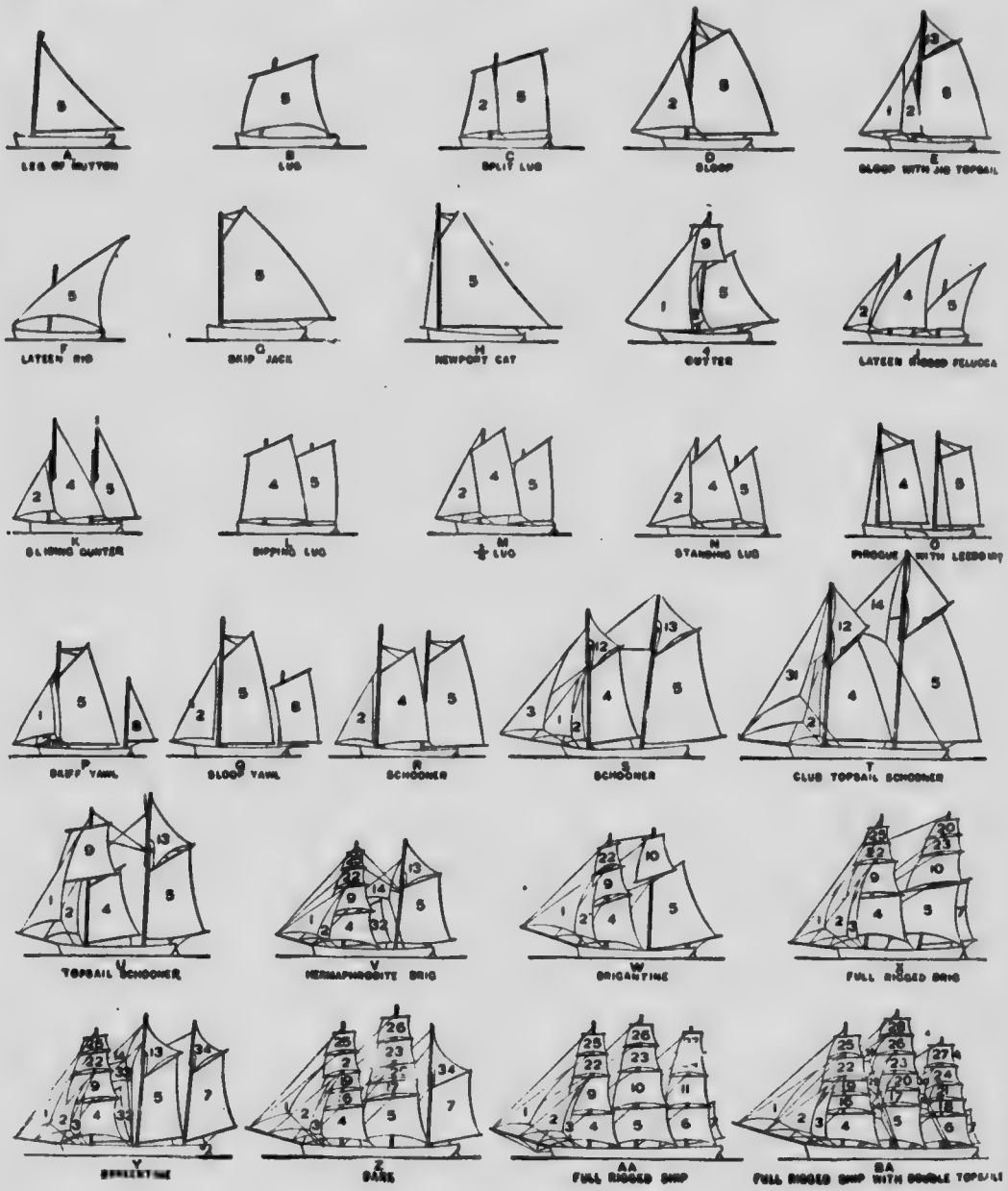
Measurements of the United States Hydrographic Office and estimates of mariners and observers at sea indicate that the average height of all the waves running in a gale in the open ocean is about 20 feet, but the height of the individual waves is often found to vary in the proportion of one to two, and there is, in fact, in a fairly regular sea a not inconsiderable range of size among the waves. In any statement that we may make as to the size of the waves in a gale on the ocean we should not neglect the mention of the larger waves that occur at fairly frequent intervals. These, which may be termed the ordinary maximum waves, are perhaps what seamen really refer to when they state the size of waves met with during a storm at sea. "About 40 feet" is a common estimate of the height of the larger waves in a severe gale on the North Atlantic, and this estimate is really not incompatible with a recorded average of a little more than 20 feet.

It is difficult to say what may be the greatest height of the solitary or nearly solitary waves that are from time to time reported by mariners. The casual combination of the numerous independent undulations running on the sea presumably sometimes produces two or three succeeding ridges or two or three neighboring domes of water of considerably greater dimensions than those of the ordinary maximum waves of a storm. Although these large cumulative waves may be frequently produced, yet they will be comparatively seldom observed, because so small a fraction of the ocean's surface is at one time under observation. There are seemingly reliable accounts of cases in which these "topping seas" have reached the height of 60 feet.

The best method of observing the height of waves at sea that is available to the ordinary mariner who is without special instrumental equipment is to mount the rigging or ascend to some other elevation above the vessel's deck until high enough to just see the horizon over the top of the wave crest. Thus, if the deck is 15 feet above the water line and the observer mount 10 feet above the deck in order that he may just see a wave crest level with the horizon, the height of the wave is 25 feet above the water line; and if at the time of observation the vessel rides upright in the trough of the wave the observed height will be the required height of the wave from the trough to crest without any correction or allowance whatever. Three or four sets of a dozen observations each, taken in this way, will give an excellent determination of the average height of the waves running during the period of the observations.

OCEAN CLIMBING

If one were to travel in a straight line from Southampton to New York he would be obliged to plough directly through the ocean and through the crust of the earth to a depth of about 400 miles midway of his course owing to the curvature of the earth's surface. In other words, a vessel sailing between the two ports mentioned would have to pursue a curved course that would rise 400 miles above the straight line connecting the two ports. Furthermore, there is an actual climb of the vessel in sailing over this course for the reason that New York is further from the center of the earth than is Southampton. We know that the diameter of the earth at the equator is twenty-seven miles greater than the diameter through the poles. It is due to this bulging of the earth toward the equator that New York, which is 10 degrees further south than Southampton, is actually over a mile further from the center of the earth. However, no extra power is required to make this climb because the force that causes the earth to bulge at the equator acts on the vessel and lifts it, this force being the centrifugal force due to the rotation of the earth on its axis.



RIGS OF SAILING VESSELS.

While there are not quite so many different rigs of sailing vessels as there are vessels, there are a great many, some of them differing but slightly from others, and there is much confusion of nomenclature, even among those who should know better than to get the rigs mixed in their minds. To aid in dispelling misunderstandings as to the names of the rigs of vessels, or as to how certain named rigs are to be understood, the accompanying illustrations have been prepared, showing a wide range from the smallest and the most simple sailing vessels to the largest and most complicated.

In the first place we may make a distinction by reason of the number of masts, which ranges from one to five. The second distinction may be in the manner in which the sails are attached, extended, and maneuvered; some being on horizontal yards swinging

crosswise of the mast, some on yards which lie obliquely to the horizontal, others having booms or gaffs attached at only one end to the mast, and others again having no spirit or spar by which to aid in their extension. Some sails are triangular, others have four well defined sides. Some vessels have all the sails centered at the masts, or are square rigged; in others all the sails are "fore and aft;" and others again have the sails on one or more masts of different type from those on the other or others; while in some, part of the sails on a mast are of one type and the rest of one or more others.

Referring to the illustrations, and considering only the number of masts: A to I inclusive have but one; J to X inclusive, two; and the rest have three. There are vessels having four and even five masts, but these do not require illustration as the sails on the other mast or masts are of the same general type as those on the three.

Of sails we have as distinct types No 5 A, which is a leg of mutton, having a boom to extend its lower edge; 5 B, which is a square sail, having its upper edge extended by a yard and found also at 4 and 5 L, M and N, 4 V, W, X, Y, Z, AA and BA; 5 X, Z, AA and BA, and 6 AA and BA. All these square sails have no yard to extend them on their lower edges.

In vessels F and J there will be seen to be one long yard at an angle to the mast and having its lower end made fast to a convenient point below. This is called a lateen rig.

In vessels D, E, G, H, I, O, P, Q, R, S, T, U, V, W, Y, all sails marked 5 are bent to the mast at their inner edge, and extended by a boom below and a gaff above. These are fore and aft sails. Other fore and aft sails, bent to stays and not to any mast, boom or yard, are the stay sails seen in vessels D, E, I, J, K, M, N, and on all the others from P on, inclusive. The particular sail on vessel A is a leg of mutton sail; on B, a lug sail or lug; on C, a split lug, differing from that on B by one portion being bent to the mast as well as to the yard above. In vessel K may be seen a "sliding gunter," the upper portion of which is extended by a spar which is hoisted alongside of the mast, constituting, practically, a sliding topmast; the sail being bent to both halves of the mast proper. On vessel L there is a dipping lug, and on M a three-quarter lug.

In S we see a schooner the topsails of which, marked 12 and 13, are extended by the topmast and the gaff; these being called gaff-topsails; while in T they have at their lower edges comparatively short spars called clubs, by which they may be more flatly strained than where the attachment is made directly to the corner (or clew) of the sail. In BB we see the topsails double; that is, instead of there being only one sail to the topmast, as in AD, 9, 10, 11, they are double, the upper half being bent to the regular yard above, and the other to a yard which is hoisted on the mast; the object being to enable the sail area to be more readily reduced than by reefing one large sail.

Taking the different rigs in order as lettered, A, is a leg of mutton, B a lug, C a split lug, D a sloop (having a single mast and only fore and aft sails), E a sloop having a gaff topsail, F a lateen rig, G a skipjack (having no bowsprit and no staysail nor topsail), H a catboat (which differs from the skipjack only in the hull), I the cutter as known in the United States Navy (distinguished by being sloop rigged, with a square topsail instead of a gaff topsail or a club topsail), J a lateen rigged felucca, K a sliding gunter (having practically a sliding topmast to which as well as to the mast the sail is bent), L a dipping lug, M a three-quarter lug, N a standing lug (one lower corner of the sail being secured to the mast, and the lower edge being extended without a boom), O a pirogue (having no bowsprit, no staysails, and no topsails, and being fitted with a lee board as shown), P a sloop yawl (having a small mast stepped astern and bearing a leg of mutton sail), Q a sloop yawl with a jigger.

R is a schooner having two masts, both fore and aft rigged; this one having no topsails and only one staysail; S a schooner with gaff topsails (sometimes called a gaff topsail schooner), T a schooner with club topsails (sometimes called a club topsail schooner), U a topsail schooner (having a square topsail on the foremast and a gaff topsail on the mainmast), V a hermaphrodite or modified brig (two masted and having the foremast square rigged and the mainmast fore and aft rigged), W a brigantine (having two masts, the foremast being square rigged and the mainmast having square topsails and but a mainsail extended by gaff and boom), X a brig (a two masted vessel square rigged on both masts), Y a barkentine (having three masts, the foremast being square rigged and the other two fore and aft rigged), Z a bark (having three masts, the foremast and mainmast being square rigged and the missenmast fore and aft rigged), AA a full rigged ship (having three masts, all square rigged), and BA a full rigged merchant ship (having double topsails as before explained).

The sails as illustrated on all the vessels shown bear the same numbers for the same name throughout. In all, 1 is the flying jib, 2 the jib, 3 the foretopmast staysail, 4 the foresail, 5 the mainsail, 6 the cross jack sail, 7 the spanker, 8 the jigger, 9 the fore topsail, 10 the main topsail, 11 the missen topsail, 12 the fore gaff topsail, 13 the main gaff topsail, 14, the main topmast staysail, 15 the missen topmast staysail, 16 the lower fore topsail, 17 the lower main topsail, 18 the lower missen topsail, 19 the upper fore topsail, 20 the upper main topsail, 21 the upper missen topsail, 22 the fore topgallant sail, 23 the main topgallant sail, 24 the missen topgallant sail, 25 the fore royal, 26 the main royal, 27 the missen royal, 28 the main skysail, 29 the main topgallant staysail, 30 the missen topgallant staysail, 31 the jib topsail, 32 the fore trysail, 33 the staysail, 34 the gaff topsail, 35 the main royal staysail.

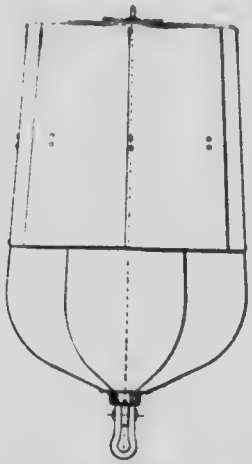
There are other kinds of sails not shown, as for instance studding sails, which are extended by yards on square rigged vessels, and other staysails than those shown may be set when the wind is light and they can be used to advantage to catch any wind which would not otherwise act on the other sails.

There are other rigs which embody the features of those already shown, such for example as the three masted, four masted, and five masted schooners, the four masted and five masted ships and the four masted

shipentine, all of which are an extension of the rigs shown.

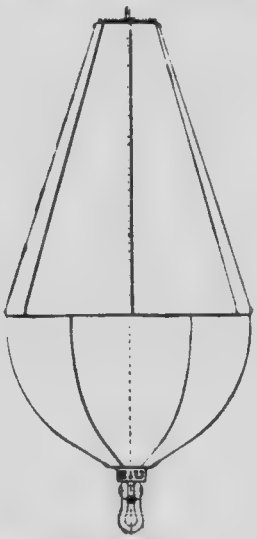
BUOYS.

In the United States it is customary to mark channels with red and black buoys. As the channel is entered from the sea the red buoys are on the starboard, or right side, and the black buoys on the port. Usually there is a difference in form between the two sets of buoys. The starboard or red buoys are of the type known as "nun" buoys,



CAN BUOY

sometimes called "nut" buoys, the part that projects out of the water being conical in form. The port or black buoys are of the type known as "can" buoys, the part that projects out of the water having the form of a



NUN BUOY

plain cylinder or else a slightly tapered cylinder. In winter weather in waters where there is apt to be a great deal of ice, "spar" buoys are used instead of "can" and "nun" buoys, the "spar" buoys having the shape of a spar as the name implies. In Europe buoys are not as consistently used as in the United States and it is impossible for us to summarize here the significance of the different buoys in various European ports. At night certain channels are marked by "light" buoys; that is, buoys fitted with acetylene, Pintsch gas, or electric lights.

NAUTICAL TERMS

Abaft: Toward the stern or end of the vessel.

Aft: Toward the stern or end of the vessel.

Alleyway: The ship's passageway.

Altitude: This is the angular distance of of the pole above the horizon.

Bower Anchor: This is an anchor which is ready for immediate use.

Bulkhead: A longitudinal or transverse partition.

Cart: A sea map.

Deadlight: This is a covering of wood or metal used in severe weather to protect glass portholes or windows.

Equinox: This is the equal length of the day and night occurring toward the end of March and September.

Ebb-Tide: Falling tide.

Forward. Toward the bow or front of the vessel.

Fore-and-aft: This refers to the length of the ship.

Fo'castle: This was formerly the seamen's quarters, but in the modern vessel they are quartered almost anywhere near their work.

Fathom: Six feet.

Flood-Tide: Rising tide.

Galley. This is the kitchen.

Height of tide: This is the difference between the level of high water and that of low water.

Larboard: The opposite of starboard; port is the later and more preferred term.

Lee-side: This is the side away from the wind.

Latitude: Distance directly North or South of the Equator.

Longitude: Distance directly East or West of the meridian of Greenwich.

Lights of vessels: These are the port and starboard lights, red and green, respectively, besides a white light in the foretop.

Mid-ship: This means the point which is equidistant between the bow and the stern.

Neap-tide: This is low tide caused by the sun and moon being farthest apart.

Port: This is the left-hand side of the ship looking toward the bow.

Porthole: A stateroom window secured in a massive metal ring adapted to be closed tightly.

Starboard. This is the right-hand side of the ship looking toward the bow.

Scuppers: Channels for water, usually at the outer edge of the deck.

Soundings: Depth of water in fathoms.

Spring tide: This is high tide caused by the sun and moon being on the meridian together.

Sheet-anchor. This is a spare anchor which is reserved for emergencies.

Thwartship: Crosswise to the ship.

Weather-side: This is the side of the ship toward the wind.

TABLE SHOWING THE DISTANCE OF THE HORIZON AT DIFFERENT ELEVATIONS.

Height	Distance to Horizon	Height.	Distance to Horizon	Height.	Distance to Horizon	Height.	Distance to Horizon	Height.	Distance to Horizon
Feet	Nautical Miles.	Feet	Nautical Miles.	Feet	Nautical Miles.	Feet	Nautical Miles.	Feet	Nautical Miles.
1	1.15	33	6.60	85	10.59	245	17.98	450	24.36
2	1.62	34	6 70	90	10.90	250	18.16	460	24.63
3	1.99	35	6.80	95	11.19	255	18.34	470	24.90
4	2.30	36	6.89	100	11.48	260	18.52	480	25.16
5	2.57	37	6.99	105	11.77	265	18.70	490	25.42
6	2.81	38	7.08	110	12.05	270	18.87	500	25.68
7	3.04	39	7.17	115	12.32	275	19.05	510	25.94
8	3.25	40	7.26	120	12.58	280	19.22	520	26.19
9	3.45	41	7.35	125	12.84	285	19.39	530	26.44
10	3.63	42	7.44	130	13.10	290	19.56	540	26.69
11	3.81	43	7.53	135	13.35	295	19.73	550	26.93
12	3.98	44	7.62	140	13.60	300	19.89	560	27.18
13	4.14	45	7.70	145	13.83	305	20.06	570	27.42
14	4.30	46	7.79	150	14.06	310	20.22	580	27.66
15	4.45	47	7.87	155	14.30	315	20.38	590	27.90
16	4.59	48	7.96	160	14.53	320	20.55	600	28.13
17	4.74	49	8.04	165	14.75	325	20.71	610	28.37
18	4.87	50	8.12	170	14.97	330	20.86	620	28.60
19	5.01	51	8.20	175	15.19	335	21.02	630	28.83
20	5.14	52	8.29	180	15.41	340	21.18	640	29.06
21	5.26	53	8.36	185	15.62	345	21.33	650	29.28
22	5.39	54	8.44	190	15.83	350	21.49	660	29.51
23	5.51	55	8.50	195	16.04	355	21 64	670	29 73
24	5.63	56	8.60	200	16.24	360	21.79	680	29.95
25	5.74	57	8.67	205	16.44	370	22.09	690	30.17
26	5.86	58	8.75	210	16.64	380	22.39	700	30.39
27	5.97	59	8.82	215	16.84	390	22.68	710	30.60
28	6.08	60	8.90	220	17.03	400	22.97	720	30.82
29	6.19	65	9.26	225	17.23	410	23.26	730	31.03
30	6.29	70	9.61	230	17.42	420	23.54	740	31.24
31	6.40	75	9.95	235	17.61	430	23.82	750	21.45
32	6.50	80	10.27	240	17.79	440	24.09	760	31.66

By this Table also the distance can be ascertained at which an object can be seen according to its elevation and the elevation of the eye of the observer.

EXAMPLE.—A tower 200 feet high will be visible at 20¾ miles to an observer whose eye is elevated 15 feet above the water. Thus:—

15 feet elevation distance visible 4.45 nautical miles
200 " " " 16.24 " " } = 20.69 nautical miles.

A FEW FIGURES ABOUT BRITISH LIGHTS.

The following are a few facts about British lights taken from a unique publication called the *Lightkeeper*, which is devoted to the interests of lightkeepers all over the world, and is published in Belfast, Ireland:

The lighting of the coasts and harbors of the Three Kingdoms is managed by three general lighthouse authorities, namely, the Trinity House for England and Wales, the Commissioners of Northern Lighthouses for Scotland, and the Commissioners of Irish Lights for Ireland, and by a number of local lighting authorities.

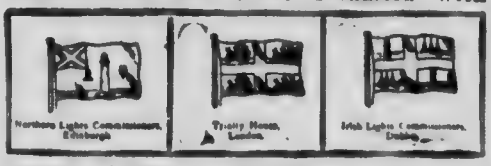
COMMISSIONERS OF NORTHERN LIGHTHOUSES.

The number of lightkeepers, etc., employed at the 91 stations under the Scottish Board is 290, and there are four steamers and tugs for visiting purposes, as well as one light-vessel, with crews of 105 men. The total number of men employed is 410, and the average

annual cost of the service during the seven years from 1900 to 1906 amounted to £92,642.

COMMISSIONERS OF IRISH LIGHTS.

The number of lightkeepers employed is 180 at 74 stations, and there are 11 light-vessels and three steamers with



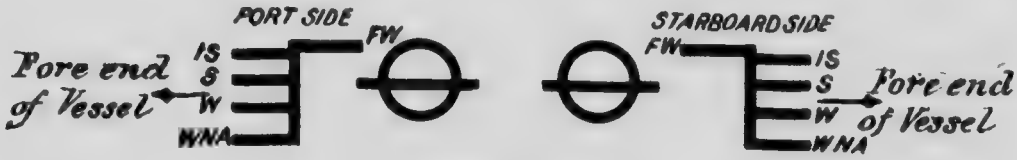
crews of 205 men. There is also a store depot and a small engineering establishment at Kingstown, with 25 permanent employees, men coming in from light-vessels being also made use of temporarily at these workshops. The total number of men employed by the Irish Lights Commissioners is 434, and the average annual cost of the service during the seven years from 1900 to 1906 amounted to £117,389.

TRINITY HOUSE.

Trinity House was incorporated in the year 1514, by King Henry VIII. In the present day the Trinity House exists in several capacities: (1) As the General Lighthouse Authority for England and Wales, the Channel Islands, and Gibraltar, it deals with the lighthouses, light-vessels, buoys, beacons, fog-signals and removal of dangerous wrecks on the shores, exercising control over the local light authorities within their own area, as well as over the other general lighthouse authorities of the United Kingdom. There are district stations at Blackwall, Sunderland, Yarmouth, Harwich, Ramsgate, Cowes, Penzance, Milford Haven, Cardiff, Holyhead and Gibraltar. (2) As the Chief Pilotage Authority of the kingdom it has the management of all matters relating to pilots and pilotage in the London, English Channel, and certain other districts on the coasts. (3) As an Ancient Corporation it possesses estates and almshouses, and awards pensions and bounties to distressed mariners and their widows. (4) As Nautical Advisers two of the Elder Brethren in turn assist the judges in the Admiralty Division of the High Courts of Justice in determining marine causes tried at law. The Elder Brethren consist of members of the Royal Family and statesmen (eleven in number), retired officers of high rank in the Royal Navy, and commanders in the mercantile marine (thirteen in number).

STARBOARD AND PORT

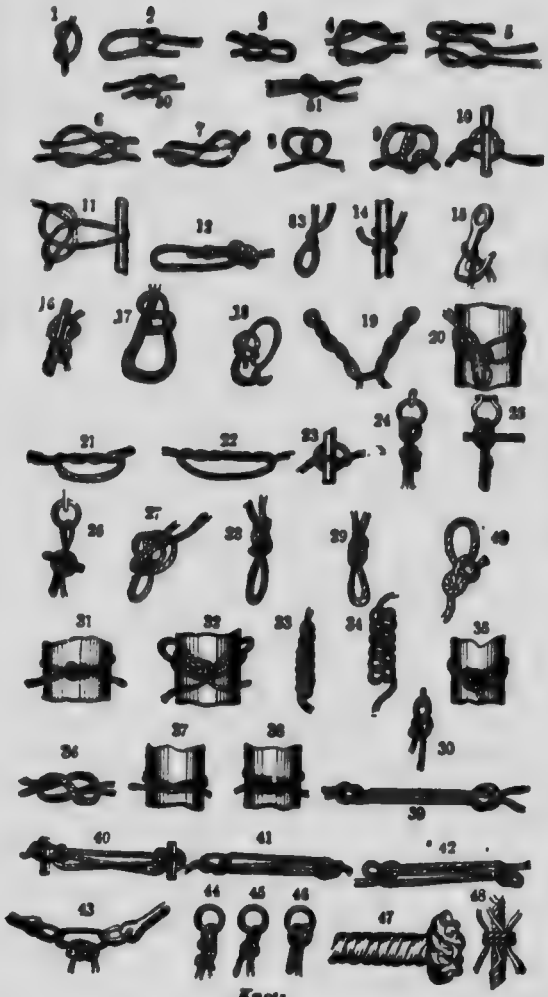
The right-hand side of a ship is called "starboard" and the left-hand side is called "port." The name for the left-hand side used to be "larboard," but in order to avoid confusion due to the similarity in the sound of the words "larboard" was changed to "port." To distinguish the two sides of a ship the starboard side at night is provided with a green light and the port side with a red light. To assist one in remembering which is which it is commonly pointed out that "port," like port wine, is red. Another rule to assist in remembering the sides represented by "starboard" and "port" is to arrange the words alphabetically thus: Left, "port"; right, "starboard." In German "starboard" is "steuerbord" and "port" "backbord," while in French "starboard" is "tribord" and "port" is "babord."



PLIMSOLL MARK.

Through his occupation as a coal dealer Samuel Plimsoll, the English reformer, known as "the sailor's friend," became interested in the condition of sailors and the dangers to which they were exposed by unscrupulous overloading of heavily insured vessels. This induced him to enter Parliament in 1868 as a member for Derby. In 1873 he published "Our Seamen," which succeeded in its purpose of arousing public attention, and in 1876 the Merchant Shipping Act embodying many of his demands was passed. Among its provisions was a mark known as the Plimsoll mark to indicate the maximum load line of the ship. This has since been required on all English vessels.

I. S. means Indian Summer.
F. W. means Fresh Water.
W. means Winter.
W. N. A. means Winter North Atlantic.



Knots.

KNOTS AND HITCHES

The knots and hitches represented in the above engraving are as follows.

1. Simple overhand knot.
2. Slip-knot seized.
3. Single bow-knot.
4. Square or ruf-knot.
5. Square bow-knot.
6. Weaver's knot.
7. German or figure-of-8 knot.
8. Two half-hitches, or artificer's knot
9. Double artificer's knot.
10. Simple galley-knot.
11. Capstan, or prolonged knot.
12. Bowline-knot.
13. Rolling-hitch.
14. Clove-hitch.
15. Blackwall-hitch
16. Timber-hitch.
17. Bowline on a bight.
18. Running bowline.
19. Catspaw.
20. Doubled running-knot.
21. Double knot.
22. Sixfold knot.
23. Boat-knot.
24. Lark's head
25. Lark's head.
26. Simple boat-knot.
27. Loop-knot.
28. Double Flemish knot.
29. Running-knot checked.
30. Crossed running-knot.
31. Lashing knot.
32. Rosette.
33. Chain-knot.
34. Double chain-knot.
35. Double running-knot, a check-knot.
36. Double twist-knot.
37. Builder's knot.
38. Double Flemish knot.
39. English knot.
40. Shortening-knot.
41. Shortening-knot.
42. Sheep-shank.
43. Dog-shank.
44. Mooring knot.
45. Mooring-knot.
46. Mooring-knot.
47. Pigtail worked on the end of a rope.
48. Shroud-knot.
49. A bend or knot used by sailors in making fast to a spar or a bucket handle before casting overboard; it will not run. Also used by horsemen for a loop around the jaw of a colt in breaking; the running end, after passing over the head of the animal and through the loop, will not jam therein.

FISHES OF THE DEEP SEA.

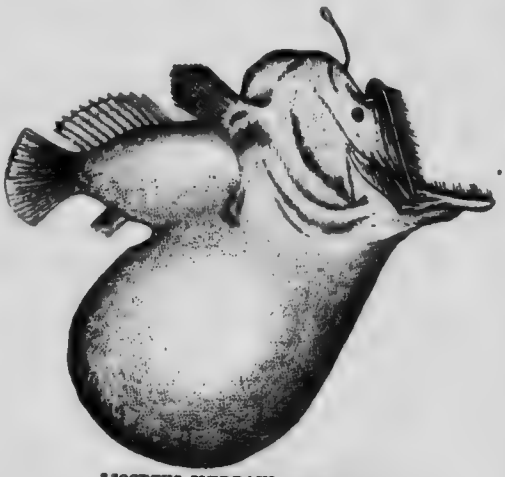
The deep sea is commonly regarded as commencing where the rays of sunlight cease to penetrate (which is estimated to be less than 1200 feet below the surface), and may extend to twenty times that distance or even more down to the bottom of the ocean. Fishes have been dredged from below 12,000 feet. In the deep sea utter darkness perpetually prevails, and an unvarying temperature as cold as ice, with a pressure ranging, according to depth, from a quarter to three or four tons upon every square inch of surface. But instead of the total darkness invariably abolishing the organs of vision by disuse, we find that the deep-sea fishes commonly possess eyes, while only a few are blind. In this connection it may be remarked that some surface-water inhabitants are also blind. There are evidences, however, which appear to be characteristic qualities of deep-sea fishes, namely, weak connective tissue and extremely delicate fin muscles, indicating

still-water conditions; also thin fibrous bones, full of cavities, indicating high-pressure conditions. While these peculiarities are doubtless well adapted for deep-sea life, an idea of their unfitness for superficial waters may be gleaned from the following extract from Dr. Alcock's book, which records his observations as naturalist to the ship "Investigator" of the British navy. He says: "When a deep-sea fish is brought to the sur-

CHASMODON NIGER (CARTER).

Fish 6⅝ inches long containing in its stomach a fish 10¼ inches long.

face, how gradually and carefully soever, its bones are often like so much touchwood and its muscles like rotten pulp, while its eyes are burst from its sockets, and its viscera are often blown out of the body cavity by the expansion of the air bladder." It frequently happens that deep-sea fishes are found floating helplessly on the surface of the ocean, with large prey in their stomachs. Their appearance under these circumstances is



LIOCETUS MURRAYI (GUNTHER).

A fish less than 4 inches long with a fish in its stomach 7¼ inches long.

accounted for by the efforts of their struggling victims to escape from their jaws, causing them to ascend beyond the horizontal zone which they usually inhabit.

In addition to the extraordinary rapaciousness of certain deep-sea fishes, there are many which are remarkable for their possession of illuminating organs. These attributes are not limited to deep-sea fishes, but among these fishes there are examples which eclipse anything elsewhere found. With the exception of the so-called "lures" of deep-sea fishes, their luminous organs appear to be modified mucous glands, which produce the "phosphorescent" light. These are said not to exist in the small-eyed fishes, which, instead, possess sensitive organs of touch. But illuminating power may exist without phosphorescent glands. The deep-sea "angler" or "sea-devil" has a rod-like barbel rising from its head and ending in luminous filaments, which are supposed to act as lures for other fishes. According to Gunther, fishes have frequently been taken from the stomach of the "angler" quite as large as itself. It is commonly from three to six feet long.

The specimen of the *Chiasmodus niger* here illustrated is six and five-eighths of an inch long, but contains a fish in its stomach which is ten and a half inches long. The stomach of the devourer is stretched as thin as gold-beater's skin. It has hooked teeth, and teeth which cross each other from opposite sides of the mouth. The empty stomach is contracted and folded up, and projects but little below the abdomen."

1.—Paralepis glossodon. 2.—Scopelogathus mediterraneus.

3.—Chiasmodus Rossianus.

SOME PHOSPHORESCENT FISHES OF THE DEEP SEA.

The color of deep-sea fishes is commonly black or dark brown. But although it is claimed that light is essential to the formation of colors, some deep-sea fishes are scarlet in parts, or uniform red or rosy. Others are silvery white, while according to Alcock the *Neocopelus* is "one dazzling sheen of purple and silver and burnished gold, amid which is a sparkling constellation of luminous organs."

It is found that three-quarters of the passengers on German liners read English books. English, French, and German books are provided on nearly all of the steamers. The proportion on a German line out of 22,000 volumes is 12,000 German, 7,300 English, 1,800 French, 700 Spanish, 200 Portuguese, and 100 Italian. These books are not selected at random, but a special librarian has charge of the supervision of all of the libraries on the line. When books become very shabby by use in the cabin, they are turned over to libraries for the crew. When their usefulness has come to an end the books are sent to the paper mill and the proceeds are given to the seamen's fund; thus the printed book occupies all positions from the cabin to the steerage.

ANIMALS OBSERVED IN THE ATLANTIC OCEAN

By Prof. C. F. Holder.

During a passage across the Atlantic Ocean, either from New York to Liverpool, or to the South American ports, the traveler, or tourist, observes a large number of extremely interesting animals, and leaving the port of New York one cannot help observing a great variety of bird life, especially in the vicinity of the lower bay and off Long Island, a large number of gulls and shore birds, flocks of ducks and geese on the following morning after sailing. The tourist, if he looks astern in the wake of the ship, will see following along large numbers of one of the most interesting birds of the ocean, the petrel, Mother Carey's chicken. These birds apparently follow the vessel entirely across the Atlantic; they are found one thousand miles out at sea, and undoubtedly remain for days and weeks at a time, in the non-breeding season, many miles out from shore.

Vessels often meet land birds far out at sea, being some individuals blown off on the lines of bird migration. During a recent trip taken by the writer from New York to New Orleans, large numbers of land birds boarded the ship while out to sea, which were blown off shore in a hurricane, and up the Gulf of Mexico in its very center we were accompanied by a flock of hawks, woodpeckers and birds of various kinds, all of which were so weary they came aboard the ship and tried to alight on the masts and rigging. One of the woodpeckers was so weary that I succeeded in catching it in my hand and carried it into my stateroom until the ship sighted the coast of Florida.

Along the Atlantic Ocean, within several hundred miles of land, many large fishes are met with, one, especially, off the New England coast, being the basking shark, an enormous shark that weighs from twenty to thirty tons and attains a length of sixty or seventy feet. During the Revolution, or about that period, there was a very extensive shark fishery off the New England coast, quite as important as the sword fishery is today. These enormous sharks are harpooned for their oil, and the captain of one of the vessels told me that in the early 60's he ran alongside of one of these sharks that was longer than his vessel, this indicating a fish over sixty feet long.

The ocean traveler is also liable to see a large number of marine mammals, whales, porpoises, dolphins, and many more; at least three or four different kinds of whales will be seen in crossing the Atlantic, several kinds of porpoises, and if one has very good luck they will see the great killer, *Orca gladiator*, which will be recognized by its tall dorsal fin, which stands up like the sail or mast of a ship. These whales are from twenty to twenty-five feet in length and are famous for their ferocious attacks upon the whalebone whales, which are absolutely defenseless. The killers seize them by the side of their mouth, tear the mouth open and literally wrench the enormous tongue from these whalebone whales.

THE ALBATROSS.

Very similar in appearance to the killer is the black fish, also a whale eighteen to twenty feet long. These go in large schools, and a few hundred years ago several hundred of them ran aground in a storm on Cape Cod and were killed by the inhabitants riding out into the shallow water and killing them with pitchforks, a most remarkable method of going fishing.

The most interesting group of these animals will be the dolphins, the bottle-nose dolphin and the ordinary porpoise, the smallest members of the tribe. They will be seen swimming by the cutwater of the ship and moving so rapidly that they pass back and forth in front of the cutwater of big ships like the Lusitania, even when she is going twenty-five or thirty miles an hour. Again, great schools of porpoises will be seen dashing along the

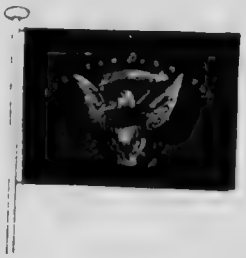
surface of the ocean, rising and sinking, splashing the water into the air, creating the impression that they are very much larger than they are.

Vessels on the northern coast of Newfoundland, in the longitude of Iceland, occasionally see specimens of the narwhal. This is the original of the unicorn of legend, as it has extending out from the head a long, twisted horn of ivory, which really is of little importance as a weapon of defense, or even obtaining food, being simply an abnormal development of one of the teeth. These whales attain a length of about fifteen feet and are of a light color, often with black spots, very attractive and beautiful creatures.

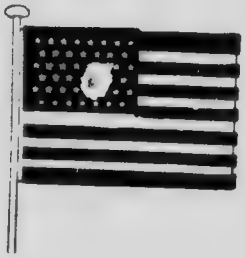
If the ship is making the trip from Montreal to Liverpool, crossing the great bay at the mouth of the St. Lawrence, large numbers of white whales will be seen. They are so nearly white that, when observed, their heads look like patches of cotton on the surface. The Indians from the various rivers of the north catch them by shooting them with rifles. Several vessels about this region, especially in the vicinity of St. John's, Newfoundland, and off the George's banks, have observed gigantic specimens of the squid, from fifty to seventy feet long, and a number of years ago there appeared to be an epidemic among these animals, and fifteen or twenty of them were seen by the crews of ships, drifting around on the surface, some of them partly alive; and the writer saw one specimen, which was taken at this time and brought down to New York, that was about thirty-five feet long. It is this animal, when seen rushing along the surface with its tail out of the water, that people consider a sea serpent, as the tail is pointed, and the long tentacles rising and falling have the appearance of an undulating, snake-like body. In all the ancient works on natural history, dating back to the seventeenth century, the giant squid and the narwhal undoubtedly formed the base of a great many extraordinary fish stories; as an example,

Photo. by Roy C. Andrews of American Museum of Natural History.

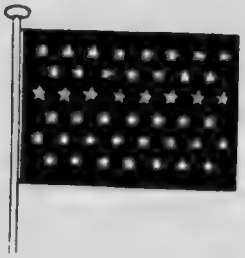
"THERE SHE BLOWS"—FINBACK WHALE SPOUTING.



FLAG OF THE PRESIDENT.

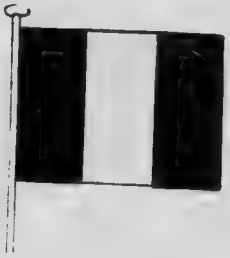


U. S FLAG.

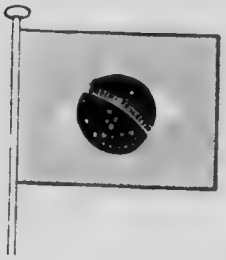


U. S. UNION JACK

REVENUE FLAG.

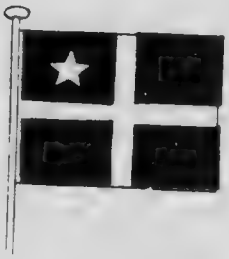


BELGIUM.



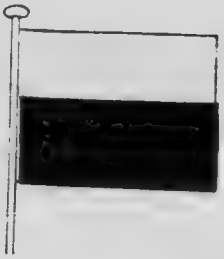
BRAZIL

CHILE

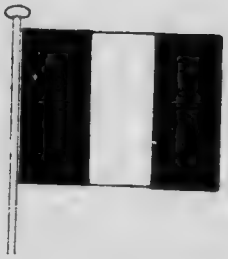


CRETE.

CUBA



ECUADOR.



FRANCE.

the "Live Island" described by Magnus and Bishop Pontoppipan of Norway.

In the course of a trip across the ocean, a number of interesting fishes may be observed besides sharks. Several specimens of flying fish may be seen, and once in a great while the big ribbon fish which resembles a silvery ribbon, its appearance at the surface being entirely accidental, as it is a deep-sea form. Occasionally the great white shark is observed, especially following transports loaded with horses or cattle which are liable to be thrown overboard, and in the British Museum in London there is a specimen over twenty-five feet in length found in the Atlantic and killed by the gun of a man-of-war.

If the ship should make the ports to the south impinging on the Sargasso Sea, a very interesting group of fishes will be seen, which live in this great vortex of seaweed. Nearly all of these fishes partake of the peculiar tint and color of the seaweed, finding protection in this mimicry. One of these fishes not only resembles the weed in color but in shape, its head and various parts of the body being cut up into little seeming tentacles that resemble the fronds of the seaweed. This interesting fish is said to build a nest in the weed, binding it up in the shape of a large ball, or about the size of a man's head, attaching its eggs to the various branches. Not only do the fishes mimic this weed, but all the crabs and shrimps and animals of all kinds seem to have been painted in this way.

Floating along in the ocean we may find the great leather turtle, the largest of its kind known, with peculiar ridges extending from the head to the tail instead of scales, and in the South Atlantic you may see the loggerhead and the green turtle, the two latter not venturing so far from land as the first mentioned, which is a distinctively pelagic form.

It is an interesting fact, which the sojourner on the ocean will undoubtedly notice, that certain parts of the ocean, so far as the animal life is concerned, are deserts; that is, no animal life is seen, except the very minute forms of jelly fishes, and from these locations the ship will enter a great vortex, like the one which has formed the Sargasso Sea, where enormous congregations of animal life may be seen, attracted, doubtless, by the food supply.

While the larger animals one may see crossing the ocean are interesting, the smaller ones, as the jelly fishes and other forms, are equally if not more attractive. Thousands of different kinds of jelly fishes are seen, espe-

Photo. by Roy C. Andrews of Am. Museum of Natural Hist.

TAIL OF A DIVING HUMPBACK WHALE

cially in the Gulf Stream, and if they are not recognized during the daytime they manifest themselves at night by the wonderful phosphorescence of the ocean, as every gleam of light which is seen tells the story of one, or millions of minute animal forms, many of which are so extremely small that their presence would never be suspected, or recognized, if it were not for this radiating power which they have and about which very little is known.

The larger of the jelly fishes which one sees from a ship is known to science as the *Cyanea artica*, and will be met with, in vast numbers, off the Georgia's banks, often coming in near Cape Cod and into Massachusetts Bay, where some years ago Professor Agassiz found one whose disc was six feet across and whose tentacles were estimated at one hundred and twenty-five

feet long. This animal, when luminous, as it often is, must have represented a vast fiery comet dashing through the waters. These jelly fishes range from this giant down to minute forms that are almost invisible to the naked eye, nearly all being classic in their beauty of shape and the remarkable tints of pink and blue and red and white and lavender which mark them. If we could examine one of these large jelly fishes we would find almost every one of them formed a sort of umbrella or protection to a number of very small fishes of the mackerel family, which live up under the tentacles, and some, curiously enough, have taken on the tint and color, and often exactly the shade of the jelly fish, and it is often difficult to distinguish

COMMON TERN ON THE SHORE

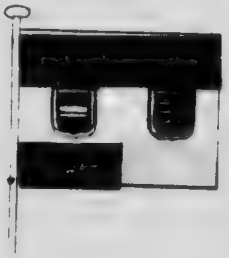
them from the long tentacles which go streaming away from the animal.

The great river of the ocean, known as the Gulf Stream, which comes sweeping up from Florida, crosses to England, then passes down the coast of Europe, forming the great vortex of the Sargasso Sea, brings from the tropics large numbers of interesting animals. One of these is the Portuguese man-of-war, common enough in the Gulf of Mexico and other tropical places, and often noticed from the decks of the trans-Atlantic liners. This animal is a little balloon-like object, four or five inches long, bearing on its upper portion a sail tinted with pink, and below, under water, streaming away from it, is a mass of purple tentacles of the most virulent and dangerous character. These seem to be imbued with a poison which affects small fishes exactly as would an electric shock; the moment they touch it they turn over and die. Sometime thousands of these dainty craft wil be seen blowing over the ocean, sailin before the wind, trailing their lon tentacles twenty or thirty feet, whic are in reality so many fishing lines an lures to attract their prey, the smal fishes. Under this painted ship i found a little fish called the nomeus, which is colored the exact tint of th tentacular parts of the Portuguese man-of-war, one of the most remarkable cases of mimicry known in the entire animal kingdom. Sometimes these animals are carried over to England and washed ashore along the Straits of Dover.

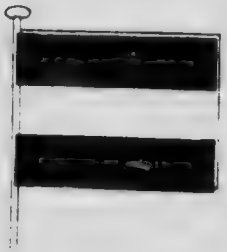
On the English side of the Atlantic we may notice the great tuna, or horse mackerel, one of the largest of the fishes, which ranges up to one thousand pounds and which may be met in its migrations from the Mediterranean Sea north as far as the northern part of Ireland. These fishes constitute one of the most valuable industries along the coast of Italy and North Africa, being taken in enormous nets several miles in length, the entire business being very picturesque, as the fishermen, previous to the time of catching them, parade through the streets of all the towns and evoke the saints and the Virgin to make the catch as large and profitable as possible.

Doubtless there are people who can cross the Atlantic several times a year and never observe anything, but the traveler, or tourist, with his or her eyes open, cannot fail to be entertained by the vast array of animal life which is almost invariably present some time during the day or night.

One of the most interesting and persistent animals to be met with is the noctiluca, the smallest and at the same time one which makes the greatest display. It is not larger than a currant, or a small shot, yet so marvelous is its power of emitting light, that if a number are taken and placed in a goblet of water they will illumine a room almost sufficiently to read by. A very much larger animal, also found in the Atlantic, is the pyrosoma, or fire body, which, when placed in a glass globe and disturbed, emits a most extraordinary light. In fact, one of the French expeditions captured one of them about four feet long, had it swung in the cabin, actually succeeding in writing a history of the animal by its own light.



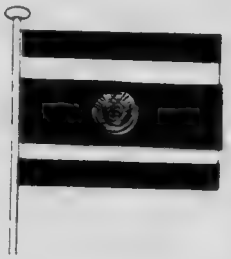
AUSTRIA -HUNGARY.



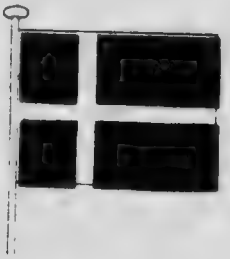
ARGENTINA

CHINA.

COLOMBIA

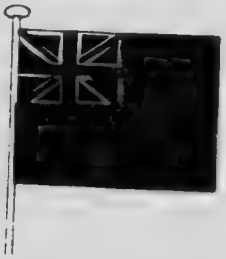


COSTA RICA



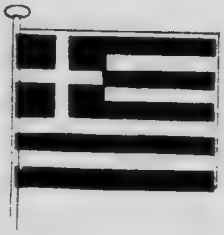
DENMARK

GERMANY



GREAT BRITAIN.

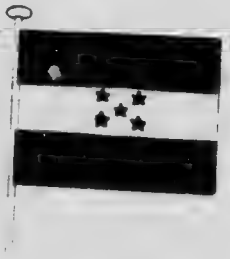
ROYAL NAVAL RESERVE
(WITH BADGE.
HOME AND COLONIAL GOVERNMENT DEPARTMENTS)



GREECE.

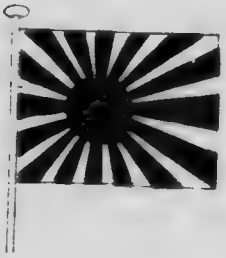
GUATEMALA.

HAITI



HONDURAS

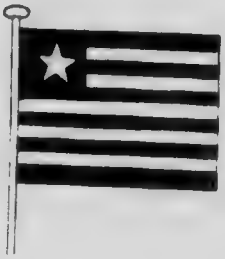
ITALY



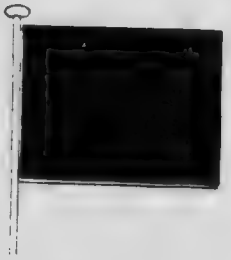
JAPAN

KONGO

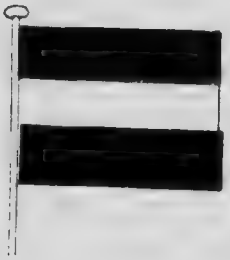
KOREA



LIBERIA



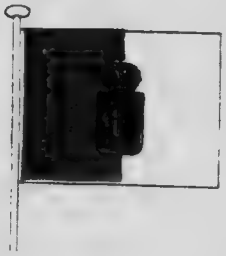
MOROCCO. MADAGASCAR, MUSCAT.



NETHERLANDS

NICARAGUA

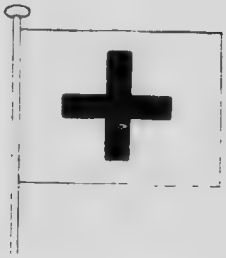
IN THE MERCHANT FLAG,
THE BADGE IS NEARER THE HOIST
PARAGUAY.



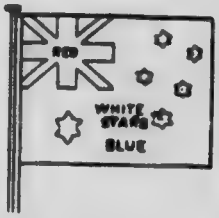
PORTUGAL.

TURKEY, TRIPOLI, EGYPT

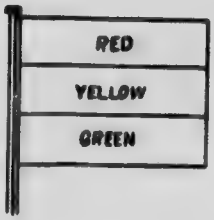
URUGUAY.



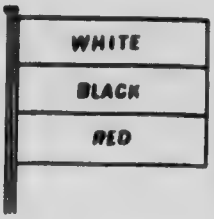
GENEVA CONVENTION.



AUSTRALIA

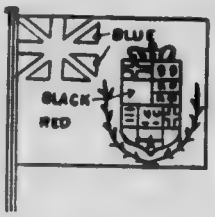


BOLIVIA
MERCHANT

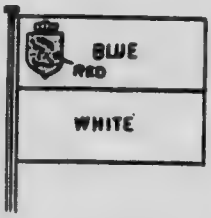


BULGARIA
MERCHANT

BURMAH

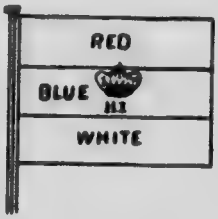


CANADA

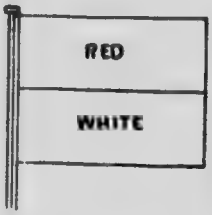


FINLAND

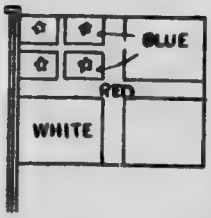
IRELAND



MONTENEGRO

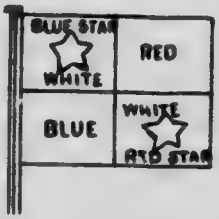


MONACO

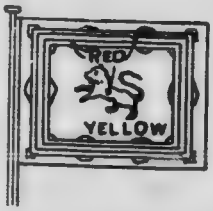


NEW ZEALAND

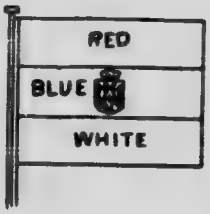
ORANGE-FREE-STATE



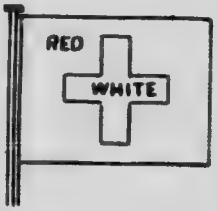
PANAMA



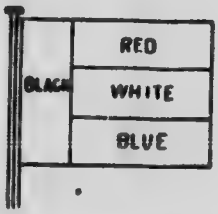
SCOTLAND



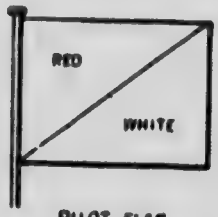
SERVIA
MERCHANT



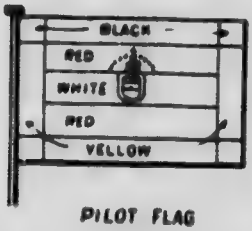
SWITZERLAND



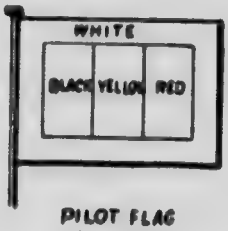
TRANSVAAL



PILOT FLAG
ARGENTINE REPUBLIC

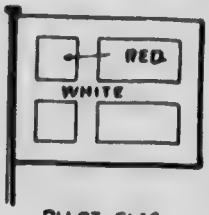


PILOT FLAG
AUSTRIA

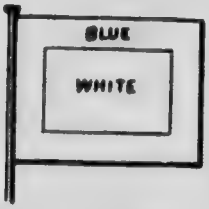


PILOT FLAG
BELGIUM

PILOT FLAG
BRAZIL

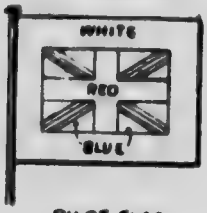


PILOT FLAG
DENMARK

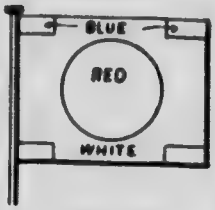


PILOT FLAG
FRANCE

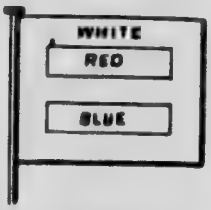
PILOT FLAG
GERMANY



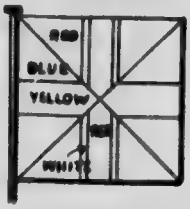
PILOT FLAG
GREAT BRITAIN



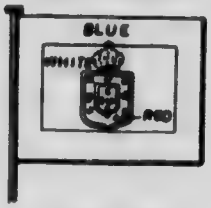
PILOT FLAG
JAPAN



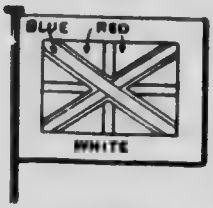
PILOT FLAG
MOROCCO



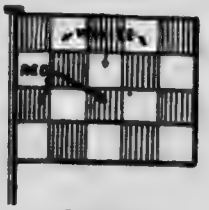
PILOT FLAG
NORWAY



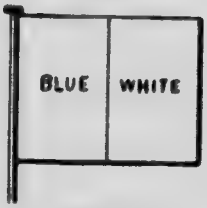
PILOT FLAG
PORTUGAL



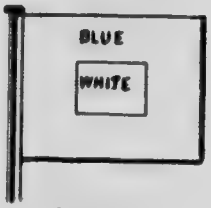
PILOT FLAG
RUSSIA



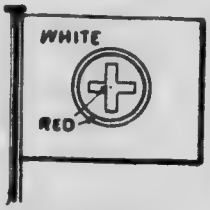
PILOT FLAG
SPAIN



PILOT FLAG
SWEDEN

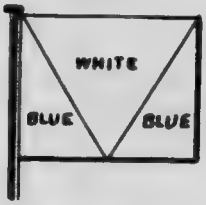


BLUE PETER

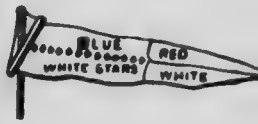


AMBULANCE

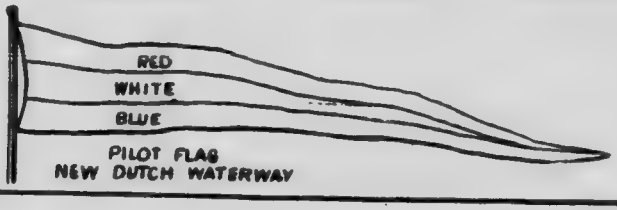
QUARANTINE



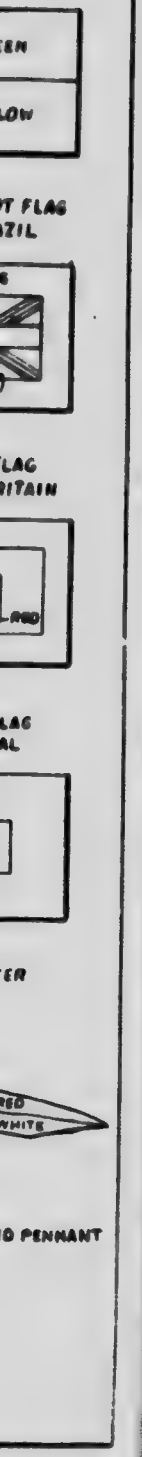
ICE FLAG

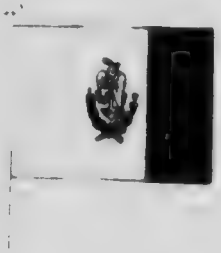


HOMEWARD BOUND PENNANT



PILOT FLAG
NEW DUTCH WATERWAY

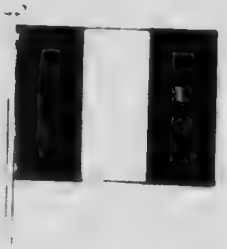




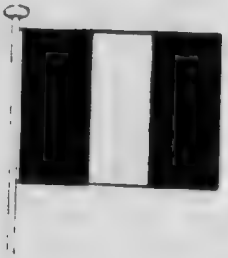
MEXICO

NORWAY

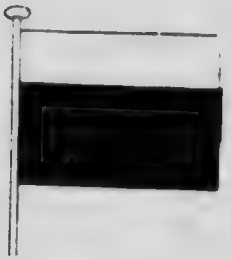
PERSIA



PERU

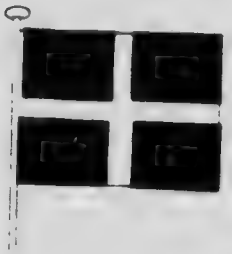


ROUMANIA



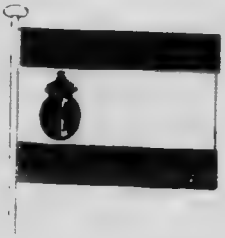
RUSSIA

SALVADOR



SANTO DOMINGO.

SIAM

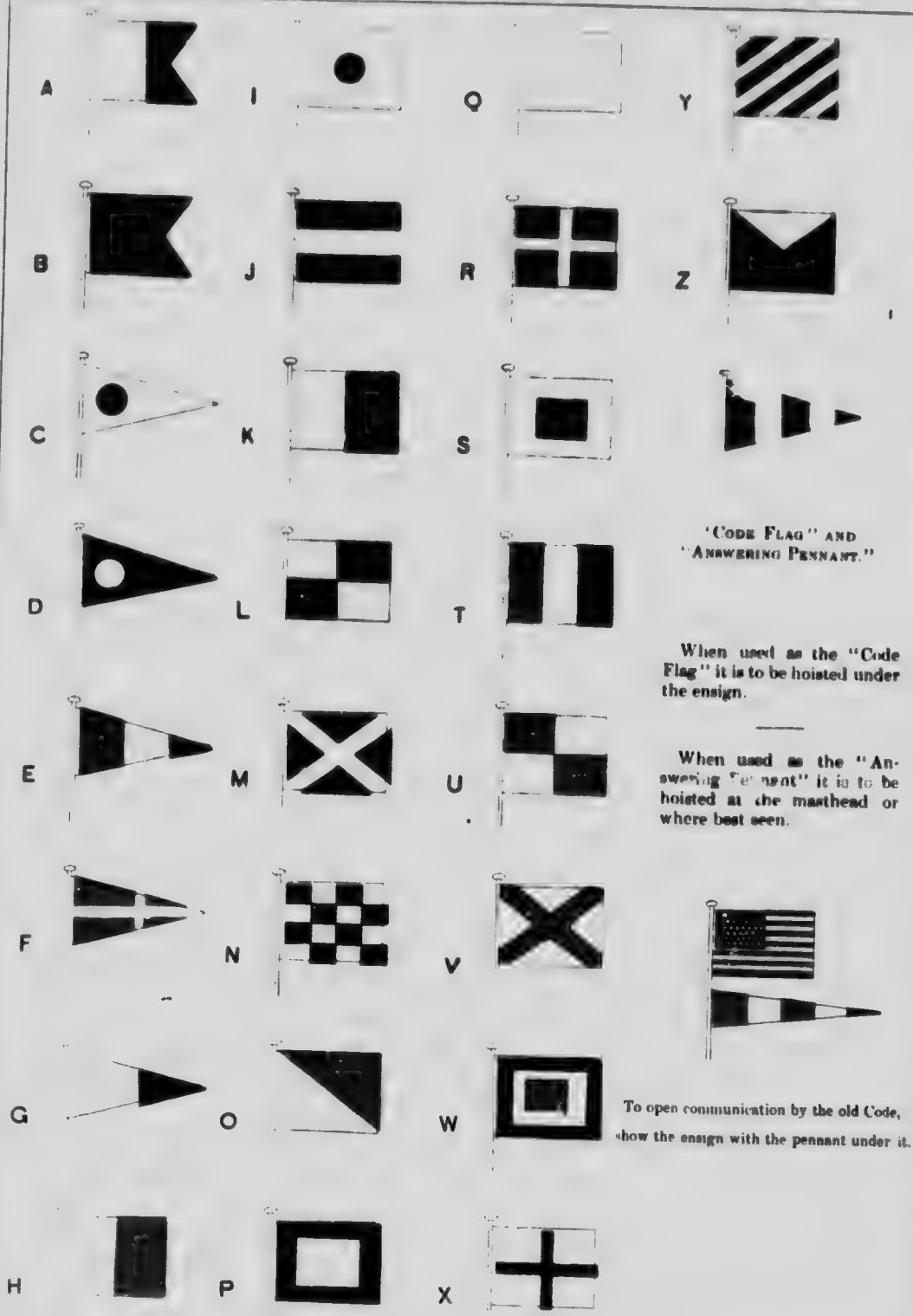


SPAIN

SWEDEN

VENEZUELA

FLAGS AND PENNANTS TO BE USED IN THE INTERNATIONAL CODE.



"Code Flag" and "Answering Pennant."

When used as the "Code Flag" it is to be hoisted under the ensign.

When used as the "Answering Pennant" it is to be hoisted at the masthead or where best seen.

To open communication by the old Code, show the ensign with the pennant under it.

FLAG SIGNALS ADOPTED FROM THE INTERNATIONAL COMMERCIAL CODE SIGNAL BOOK.

N C	In distress; want immediate assistance.
D C	We are coming to your assistance.
E Y	Do not attempt to land in your own boats.
B I	Damaged rudder; can not steer.
.	Engines broken down; I am disabled.
J D	You are standing into danger.
Z	Heavy weather coming; look sharp.
F B	Bar is impassable.
I E D	Cast off.
B I I	Make fast—to
K E	Lights, *or* Fires will be kept at the best place for coming on shore.
K C	Keep a light burning.
A D	Do not abandon the vessel until the tide has ebbed.
N M	I am on fire.
N O	I am sinking (*or*, on fire); send all available boats to save passengers and crew.
Y I	Want assistance; mutiny.
Y L	Want immediate medical assistance.
Y G	Want a boat immediately (*if more than one, number to follow*).
Y P	Want a tug (*if more than one, number to follow*).
W F Q	Slack away.
K T	Shift your berth. Your berth is not safe
K P	Hold on until high water.
K H	Remain by the ship.
A B	Abandon the vessel as fast as possible
K D	Landing is impossible.
K F	Look out for rocket line (*or*, line).
K A	Endeavor to send a line by boat (cask, kite, raft, etc.).
C X	No assistance can be rendered; do the best you can for yourselves.
K G	Lookout will be kept on the beach all night.
A G	I must abandon the vessel.
P T	Want a pilot.
V G	What is name of ship or Signal Station in sight?
D U	Repeat ship's name; your flags were not made out.
W C X	Signal not understood, though the flags are distinguished.
N C X	I can not make out the flags (*or*, signals).
C	Assent—Yes.
D	Negative—No.

DISTRESS SIGNALS.

(Article 31 of International Rules.)

When a vessel is in distress and requires assistance from other vessels or from the shore the following shall be the signals to be used or displayed by her, either together or separately, namely.

In the daytime—

(1) A gun or other explosive signal fired at intervals of about a minute

(2) The International Code signal of distress indicated by N C.

(3) The distance signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball.

(4) The distant signal, consisting of a cone, point upward, having either above it or below it a ball or anything resembling a ball.

(5) A continuous sounding with any fog-signal apparatus.

At night—

(1) A gun or other explosive signal fired at intervals of about a minute.

(2) Flames on the vessel (as from a burning tar barrel, oil barrel, and so forth).

(3) Rockets or shells throwing stars of any color or description, fired one at a time, at short intervals.

(4) A continuous sounding with any fog-signal apparatus.

SPECIAL DISTANT SIGNALS.

Made by a single hoist followed by the STOP signal. Arranged numerically for reading off a signal.

THESE SIGNALS MAY BE MADE BY THE SEMAPHORE, BY CONES, BALLS AND DRUMS, OR BY SQUARE FLAGS, BALLS, PENNANTS AND WHEFTS.

Signal.	Meaning.
	2 "Preparative," "Answering," *or*, "Stop," after each complete signal.
	1 2 Aground; want immediate assistance.
	2 1 Fire, *or*, Leak; want immediate assistance.
	2 2 Annul the whole signal.
	2 3 You are running into danger, *or*, Your course is dangerous.
	2 4 Want water immediately.
	3 2 Short of provisions; starving.
	4 4 Annul the last hoist; I will repeat it.
	1 1 2 I am on fire.
	1 2 1 I am aground.
	1 2 2 Yes, *or*, Affirmative.
	1 2 3 No, *or*, Negative.
	1 2 4 Send lifeboat.
	1 3 2 Do not abandon the vessel.
	1 4 2 Do not abandon the vessel until the tide has ebbed.
	2 1 1 Assistance is coming.
	2 1 2 Landing is impossible.
	2 1 3 Bar, *or*, Entrance is dangerous.
	2 1 4 Ship disabled; will you assist me into port?
	2 2 1 Want a pilot.
	2 2 3 Want a tug; can I obtain one?
	2 2 4 Asks the name of ship (*or*, signal station) in sight, *or*, Show your distinguishing signal.
	2 3 1 Show your ensign.
	2 3 2 Have you any dispatches (message, orders, *or*, telegrams) for me?
	2 3 3 Stop, Bring-to, *or*, Come nearer; I have something important to communicate.
	2 3 4 Repeat signal, or hoist it in a more conspicuous position.
	2 4 1 Can not distinguish your flags; come nearer, or make Distant Signals.
	2 4 2 Weigh, Cut, *or*, Slip; wait for nothing; get an offing.
	2 4 3 Cyclone, Hurricane, *or*, Typhoon expected.
	3 1 2 Is war declared, *or*, Has war commenced?
	3 2 1 War is declared, *or*, War has commenced.
	3 2 2 Beware of torpedoes; channel is mined.
	3 2 3 Beware of torpedo boats.
	3 2 4 Enemy is in sight.

3 3 2 Enemy is closing with you, *or*, You are closing with the enemy.

3 4 2 Keep a good look-out, as it is reported that enemy's men-of-war are going about disguised as merchantmen.

4 1 2 Proceed on your voyage.

The information relative to the International Code is taken from the thirty-fifth annual list of the merchant vessels of the United States and is published by the Bureau of Navigation, Department of Commerce and Labor.

THE FOLLOWING DISTANT SIGNALS MADE WITH FLAG AND BALL, OR PENNANT AND BALL, HAVE THE SPECIAL SIGNIFICATION INDICATED BENEATH THEM.

You are running into danger.	Fire, *or*, Leak; want immediate assistance.	Short of provisions. Starving.	Aground; want immediate assistance.

SEMAPHORES.

There are many semaphores established on the French, Italian, Portuguese, and some on the Spanish and Austrian coasts, where only the International Code of Signals is now used. Where practicable these semaphores have means of communicating by telegraph with each other and with the chief metropolitan lines and foreign stations.

Passing ships are able to exchange communication with the semaphores, and when required their messages are forwarded to their destination according to the fixed tariff. On the coasts of Great Britain there are signal stations which offer the same facilities to passing vessels.

BOAT SIGNALS.

The Symbols for Boat Signals are—

1. Two *square* flags, or handkerchiefs, or pieces of cloth.
2. Two long strips of cloth, or parts of a plank, or pieces of wood longer than broad.
3. Two balls or hats, or round bundles, or buckets.

With these any of the Distance Signals can be made—holding the Symbol at arm's length; and the Signal is to be *made from right to left* and *read from left to right*, thus:

Equivalent to Ball above Pennant, or, "You are running into danger."

In making Boat Signals it is important to use only the proper means to attract attention, and to avoid those that may occasion confusion or misinterpretation.

CYCLONES.

[Pilot Chart, Hydrographic Office.]

"RULE 1.—*If the squalls freshen without any shift of wind*, you are on or near the storm track: heave to on the starboard tack and watch for some indications of a shift, observing the low clouds particularly; if the barometer fall decidedly (say half an inch) without any shift, and if wind and sea permit, run off with the wind on the starboard quarter and keep your compass course.

"RULE 2.—*If the wind shift to the right*, you are to the right of the storm track: put the ship on the starboard tack and make as much headway as possible until obliged to lie-to (starboard tack).

"RULE 3.—*If the wind shift to the left*, you are to the left of the storm track: bring the wind on the starboard quarter and keep your compass course; if obliged to lie-to, do so on the port tack.

"GENERAL RULES, GOOD FOR ALL NORTHERN HEMISPHERE STORMS.—In scudding always keep the wind well on the starboard quarter, in order to run out of the storm. Always lie-to on the coming-up tack. Use oil to prevent heavy seas from breaking on board."

LIFE-SAVING SIGNALS.

The following signals recommended by the late International Marine Conference for adoption by all institutions for saving life from wrecked vessels, have been adopted by the Life-saving Service of the United States:

1. Upon the discovery of a wreck by night, the life-saving force will burn a red pyrotechnic light or a red rocket to signify, "You are seen; assistance will be given as soon as possible."
2. A red flag waved on shore by day, or a red light, red rocket, or red Roman candle displayed by night, will signify, "Haul away."
3. A white flag waved on shore by day, or a

INTERNATIONAL COMMERCIAL CODE SIGNALS—*Continued*

white light slowly swung back and forth, or a white rocket or white Roman candle fired by night, will signify, "Slack away."

4. Two flags, a white and a red, waved at the same time on shore by day, or two lights, a white and a red, slowly swung at the same time, or a blue pyrotechnic light burned by night, will signify, "Do not attempt to land in your own boats; it is impossible."

5. A man on shore beckoning by day, or two torches burning near together by night, will signify, "This is the best place to land."

THE WEATHER BUREAU.

The Weather Bureau furnishes, when practicable, for the benefit of all interests dependent upon weather conditions, the "Forecasts" which are prepared daily at the Central Office in Washington, D. C., and certain designated stations. These forecasts are telegraphed to stations of the Weather Bureau, railway officials, postmasters and many others, to be communicated to the public by means of flags or steam whistles. The flags adopted for this purpose are five in number, and of the forms and colors indicated below:

EXPLANATION OF WEATHER FLAGS.

When number 4 is placed above number 1, 2 or 3 it indicates warmer; when below, colder; when not displayed, the temperature is expected to remain about stationary. During the late spring and early fall the cold-wave flag is also used to indicate anticipated frosts.

LIST OF WEATHER BUREAU STATIONS ON THE UNITED STATES SEACOAST TELEGRAPHIC LINES.

ATLANTIC COAST.
- Nantucket, Massachusetts.
- Narragansett Pier, Rhode Island.
- Block Island, Rhode Island.
- Norfolk, Virginia.
- Cape Henry, Virginia.
- Currituck Inlet, North Carolina.
- Kitty Hawk, North Carolina.
- Hatteras, North Carolina.
- Sand Key, Florida.

PACIFIC COAST.
- Tatoosh Island, Washington.
- Neah Bay, Washington.
- East Clallam, Washington.
- Twin Rivers, Washington.
- Port Crescent, Washington
- North Head, Washington
- Point Reyes Light, California.
- San Francisco, California.
- Southeast Farallone, California.

LAKE HURON.
- Thunder Bay Island, Michigan.
- Middle Island, Michigan.
- Alpena, Michigan.

Of the above stations the following, and also Jupiter, Florida, are supplied with International Code Signals, and communication can be had therewith for the purpose of obtaining information concerning the approach of storms, weather conditions in general, and for the purpose of sending telegrams to points on commercial lines:

- Nantucket, Massachusetts.
- Block Island, Rhode Island.
- Cape Henry, Virginia.
- Kitty Hawk, North Carolina.
- Sand Key, Florida.
- Tatoosh Island, Washington.
- Hatteras, North Carolina.
- Neah Bay, Washington.
- Point Reyes Light, California.
- Southeast Farallone, California.

Any message signaled by the International Code, as adopted or used by England, France, America, Denmark, Holland, Sweden, and, Norway, Russia, Greece, Italy, Germany, Austria, Spain, Portugal, and Brasil, received at these telegraphic signal stations, will be transmitted and delivered to the address on payment at the station of the telegraphic charge. All messages received from or addressed to the War, Navy, Treasury, State, Interior or other official department at Washington, are telegraphed without charge over the Weather Bureau lines.

GENERAL ALPHABETICAL TABLE FOR MAKING THE INTERNATIONAL CODE SIGNALS BY MEANS OF DISTANT SIGNALS BY FIXED SEMAPHORE.

"PREPARATIVE," "ANSWERING," or "STOP" after each complete signal.		ANNUL THE WHOLE SIGNAL.	
1 1 2	I 2 1 2	Q 2 3 3	Y 3 2 3
B 1 2 1	J 2 1 3	R 2 3 4	Z 3 2 4
C 1 2 2	K 2 1 4	S 2 4 1	SPECIAL.
D 1 2 3	L 2 2 1	T 2 4 2	Code Flag Sign. 4 2 1
E 1 2 4	M 2 2 3	U 2 4 3	Alphabetical Sign. 4 2 2
F 1 3 2	N 2 2 4	V 3 1 2	Numeral Sign. 4 2 3
G 1 4 2	O 2 3 1	W 3 2 1	4 3 2
H 2 1 1	P 2 3 2	X 3 2 2	Finishing sign after completion of word or number, when spelling or making numeral signals.

DISTANT SIGNALS.

1. Distant Signals are required when, in consequence of distance or the state of the atmosphere, it is impossible to distinguish the colors of the flags of the International Code, and, therefore, to read a signal made by those flags; they also provide an alternative system of making the signals in the Code, which can be adopted when the system of flags can not be employed.

2. Three different methods of making Distant Signals are as follows:

(*a*) By Cones, Balls, and Drums.

(*b*) By Balls, Square Flags, Pennants, and Whefts.

(*c*) By the Fixed Coast Semaphore.

The last method (Fixed Coast Semaphore) is not necessarily a method of making Distant Signals, as it can be, and is, used at close quarters and under conditions when flags could equally be employed.

To simplify the "taking in," "reporting," and "reading off" of the distance signals, the four positions of the semaphore arms and the four symbols have been numbered 1, 2, 3, 4.

1. Representing the semaphore arm pointing upward on the opposite side of the indicator, a cone with the point upward, or a square flag.
2. Representing the semaphore arm pointing horizontally on the opposite side of the indicator, or a ball.
3. Representing the semaphore arm pointing downward on the opposite side of the indicator, a cone with the point downward, or a pennant.
4. Representing the semaphore pointing horizontally on the same side as the indicator, a drum, or a pennant with a fly tied to the halyards, or a wheft.

Example of a signal made by fixed semaphore or by distant signals. The signal D N I according to the international code means "Pilot boat is advancing toward you."

Example of a special distant signal. 2 4 1 in the table of special distant signals stands for "Cannot distinguish your flags. Come nearer or make distant signals."

Signals used at Lloyd Signal Stations.

This signal indicates that the station at which it is hoisted is temporarily closed and no communication can be held.

This signal indicates that telegraphic communication is interrupted and that messages can not be forwarded by telegraph, but will be forwarded by other means as soon as possible. (See illustrations, page 212).

SUBMARINE SOUND SIGNALS.

Until recent times the sound signals generally used to guide mariners, especially during fogs, were, with certain modifications, sirens, trumpets, steam whistles, bell boats, bell buoys, whistling buoys, rockets, gongs, bells struck by machinery, and cannons fired by powder or gun cotton. In connection with all these implements the atmosphere is the medium of transmission of the sounds emitted from the sounding apparatus; but it is a characteristic of the air that, in contiguous spaces of the atmosphere, the temperature, humidity, and pressure vary in such a manner as to produce a state which bears the same relation to sound as cloudiness does to light.

The mariner has long since learned to be exceedingly cautious about depending upon aerial sound signals, even when near. Experience has taught him that he should not assume that he is out of hearing distance of the position of the signal station because he fails to hear its sound; that he should not assume that because he hears a fog signal faintly he is at a great distance from it, nor that he is near because he hears the sound plainly; that he should not assume that he has reached a given point on his course because he hears the fog signal at the same intensity that he did when formerly at that point, neither should he assume that he has not reached this point because he fails to hear the fog signal as loudly as before, or because he does not hear it at all; and that he should not assume that the fog signal has ceased sounding because he fails to hear it, even when within easy earshot.

Water is a less mobile medium than air, less responsive to marked variations of density arising through changes in temperature and pressure, and, therefore, less subject to variations of homogeneity and more reliable as an agency of the transmission of sound waves.

As early as 1903, the United States Light-House Establishment furnished the lightvessels at Boston, Nantucket, Fire Island, and Sandy Hook with submarine fog bells. The equipment consisted of a bell with striking mechanism actuated by compressed air, suspended at a depth of 30 feet or so beneath the surface of the sea from a davit at the side of the vessel; a small and compact air compressor driven by a kerosene engine or by steam from the boilers of the lightvessel, for the purpose of furnishing power to operate the bell; and a code ringer also connected with the compressor engine, and adapted automatically to control the strokes of the bell so as to cause its ringing to send out the code number of the lightvessel.

The sound waves going out from the lightvessels below the surface of the sea could be heard for a distance of some miles by passing ships equipped with microphones to receive submarine sound signals. These sound receivers are located inside of the hulls of ships below the water line, and connected with the chart room or bridge by a telephone circuit. On either side of the forehold there is fitted a small tank on the inside of the skin of the ship, without cutting the plating or making any alteration whatever in the hull of the vessel. A small opening in the top permits the introduction into the tank of a dense liquid in which the receiving microphones are suspended. By listening at the telephone, whose circuit includes both the port and starboard microphones, and switching the instrument from the starboard to the port microphone and back again, the tones of the lightvessel's submarine bell could be heard on coming in range of it. If the tone was louder on the starboard side than on the port, the mariners would know that the lightvessel was on his starboard side, and if the tone was exactly the same in both microphones, he would know that the lightvessel was dead ahead.

Equally effective as aids to navigation are the submarine bells that have been fitted to buoys, where they are worked by the motion of the sea, and those that have been suspended from tripods on the sea bottom, where they are controlled electrically from shore stations and serve to give warning of dangers or to mark turning points along the routes of commerce.

Many of the lightvessels and buoys in European waters have been similarly furnished with these bells, and they have been likewise established in the region of the Gulf of St. Lawrence.

COMPLETE LIST OF SUBMARINE SIGNAL STATIONS

UNITED STATES

Lightships

ATLANTIC COAST
- Cape Elizabeth
- Boston
- Pollock Rip Shoal
- Pollock Rip
- Great Round Shoal
- Nantucket Shoal
- Hedge Fence
- Vineyard Sound
- Brenton Reef
- Cornfield Point
- Fire Island
- Ambrose Channel
- North East End
- Five Fathom Bank
- Overfalls
- Fenwick Island Shoal
- Winter Quarter Shoal
- Cape Charles
- Tail of the Horseshoe
- Thirty-five Foot Channel
- Diamond Shoal
- Cape Lookout Shoal
- Frying Pan Shoal
- Brunswick Bar

GULF OF MEXICO
- South Pass
- Heald Bank

CANADA

Lightships

ST. LAWRENCE RIVER
- Red Island
- White Island
- Lower Traverse
- **White Island**

GULF OF ST. LAWRENCE
- Anticosti

NOVA SCOTIA
- Lurcher Shoal

Electric Shore Stations

NOVA SCOTIA
- Louisburg
- Chebucto Head, Halifax
- Cape Forchu, Yarmouth

NEW BRUNSWICK
- Negro Head, St. John

ENGLAND

Lightships
- Outer Dowsing
- Tongue
- East Goodwin
- Royal Sovereign
- Bar
- North West
- Outer Gabbard
- Owers
- Shambles

ENGLAND-Continued

Lightships
- Spurn
- Nab
- Kish
- St. Governs
- Coningbeg (on order)
- **Daunt Rock**

Shore Stations
- **Lizard**
- Queenboro Pier
- North Stack
- Holyhead Pier

Bell Buoys
- Wolf Rock

GERMANY

Lightships
- Amrumbank
- Elbe I
- Weser
- Aussenjade
- Norderney
- Borkumriff
- Ausseneider
- Gabelsflach
- Fehmarn Belt
- Adlergrund

Buoys
- Sassnitz

SPAIN

Electric Shore Stations
- Tarifa

FRANCE

Lightships
- Sandettie

Bell Buoys
- Havre

Tenders
- **North Hinder**
- Cherbourg (North German Lloyd)
- Boulogne sur Mer (Holland America)

HOLLAND

Lightships
- Terschellinger Bank
- Haaks
- Maas
- Schouwen Bank

Shore Stations
- Vlissingen Pier

BELGIUM

Lightships
- Wandelaar Bank
- Wielinger Channel (on order)
- N. Hinder
- W. Hinder

DENMARK

Lightships
- Gjedser

SWEDEN

Lightships
- Trelleborg
- **Trelleborgnead**

NIGHT SIGNALS OF TRANSATLANTIC LINES.

Allan.—Three blue lights, forming a triangle, apex upward, in mizzen rigging, followed by red light, Liverpool; when followed by blue light, Glasgow.

American.—One blue pyrotechnic light forward, one red pyrotechnic light amidships, and one blue pyrotechnic light aft, fired simultaneously.

Anchor.—Red and white lights, alternately.

Atlantic Transport.—Green, white and red balls, repeated, from Roman candles.

Canadian Pacific Railway Company.—Red pyrotechnic light at bow and stern, yellow amidship, followed by blue, Liverpool.

Cunard.—Blue light and two Roman candles, each throwing six blue balls in quick succession.

Dominion.—Roman candle throwing six red stars, at intervals of five seconds.

French.—White, blue, white, red light.

Hamburg-American.—Red, white, blue lights, followed by red light.

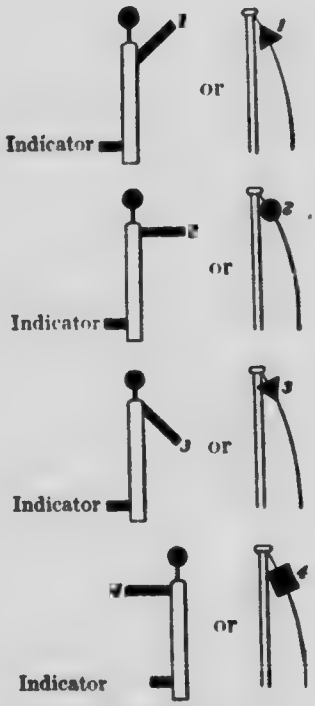
Holland-America.—Green lights, one fore, one aft, and one Roman candle throwing six red stars, all simultaneously.

Leyland.—Red pyrotechnic lights, three singly, in rapid succession.

North German Lloyd.—Blue, red lights, two burned simultaneously, one fore, one aft.

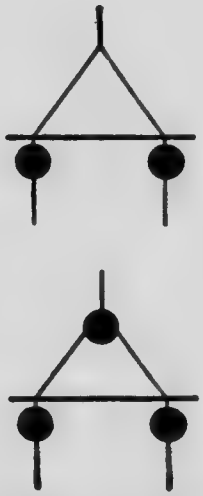
Red Star.—Red light forward, one on bridge, one aft, simultaneously.

White Star.—For New York services, two green lights simultaneously. For Boston services, same, preceded and followed by red pyrotechnic light.



DISTANT SIGNALS

See page 210



LLOYD'S SIGNALS

See page 210

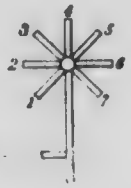
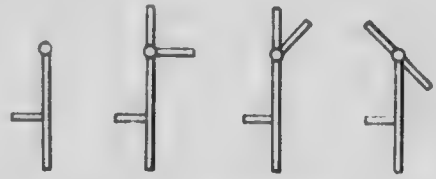
BRITISH METHOD OF SEMAPHORING BY HAND FLAGS.

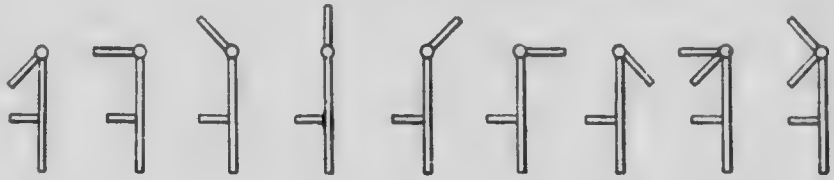
SIGNS.						
Alphabetical Signification.	A	B	C	D	E	F
Numeral Signification.	1	2	3	4	5	6
SIGNS.						
Alphabetical Signification.	G	H	I	J	K	L
Numeral Signification.	7	8	9	ALSO ALPHABETICAL SIGN.	0	
SIGNS.						
Alphabetical Signification.	M	N	O	P	Q	R
SIGNS.						
Alphabetical Signification.	S	T	U	V	W	X
SIGNS.						
Signification.	Y	Z		ALPHABETICAL.	NUMERAL.	ANNUL.

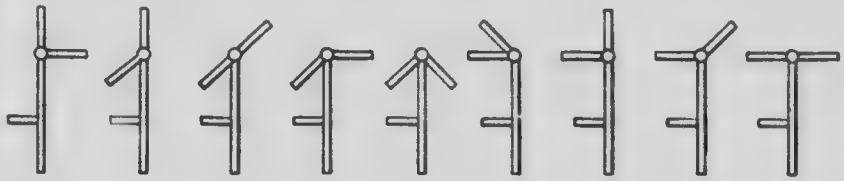
FRENCH METHOD OF SEMAPHORING BY HAND FLAGS.

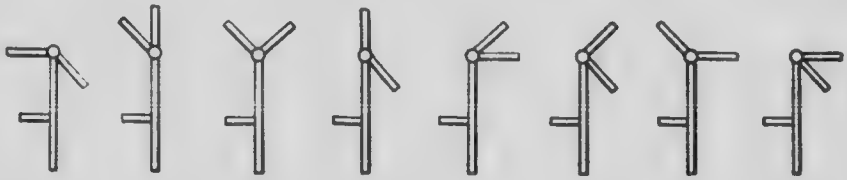
SIGNS.						
Alphabetical Signification.	A	B	C	D	E	F
Numeral Signification.	1	2	3	4	5	6
SIGNS.						
Alphabetical Signification.	G	H	I	J	K	L
Numeral Signification.	7	8	9	0		
SIGNS.						
Alphabetical Signification.	M	N	O	P	Q	R
SIGNS.						
Alphabetical Signification.	S	T	U	V	X	Y
SIGNS.						
Signification.	Z		DO NOT UNDERSTAND.	NUMBERS.	ATTENTION.	END OF WORD OR PHRASE.

THE BRITISH MOVABLE SEMAPHORE

Semaphore Signs.	Governing Signs.			
 Indicator.				
	Preparative. When closed it denotes the finish.	Alphabetical.	Numeral.	Annul or negative.

Signs.									
Alphabetical Signification.	A	B	C	D	E	F	G	H	I
Numerical Signification.	1	2	3	4	5	6	7	8	9

Signs.									
Alphabetical Signification.	J *Also the alphabetical sign.*	K	L	M	N	O	P	Q	R
Numerical Signification.		0							

Signs.								
Alphabetical Signification.	S	T	U	V	W	X	Y	Z

THE MORSE TELEGRAPH CODE.

(Used in the United States.)

A — B — — — C — — D — — E — F — — G — — H — — — I — — J — — — K — — —
L — M — — N — — O — — P — — — — Q — — — R — — S — — — T — U — — V — — —
W — — X — — — Y — — — Z — — — — & — —

1 — — — 2 — — — — 3 — — — — 4 — — — — 5 — — — 6 — — — — — 7 — — — —
8 — — — — 9 — — — — 0 — — —

PERIOD — — — — — — COMMA — — — — COLON (K O) — — — — — SEMICOLON — — — — —
OR (S I) — — — — —
INTERROGATION — — — — EXCLAMATION — — — — PARAGRAPH — — — —
PARENTHESIS — — — — OR AT BEGINNING (R N) — — — — — OR AT END (P Y) — — — — — — —
QUOTATION — — — — — — OR AT BEGINNING (Q N) — — — — — OR AT END (Q J)
— — — — — — —
QUOTATION WITHIN QUOTATION (Q X) — — — — — — DASH (D X) — — — — — —
UNDERLINE — — — — — OR AT BEGINNING (U X) — — — — — OR AT END (U J) — — — — — —
HYPHEN (H X) — — — — — — DOLLAR SIGN (S X) — — — — — DECIMAL POINT — — — —

THE INTERNATIONAL TELEGRAPH CODE.

(The Cable Code.)

Adopted at London 1903

a — ä — — — ä or a — — — — b — — — c — — — ch — — — —
d — — e — é — — — f — — — g — — — h — — — i — — j — — —
k — — — l — — — m — — n — — ñ — — — — — o — — —
ö — — — — p — — — q — — — — r — — — s — — — t — u — —
ü — — — v — — — w — — — x — — — y — — — z — — — —
1 — — — — — 2 — — — — 3 — — — — 4 — — — — 5 — — — —
6 — — — — 7 — — — — 8 — — — — 9 — — — — — 0 — — — — —
Bar for fraction — — — — — — PERIOD — — — — — SEMICOLON — — — — — —
COMMA — — — — — COLON — — — — — INTERROGATION — — — — — EQUAL — — — —
EXCLAMATION — — — — — HYPHEN OR DASH — — — — — PARENTHESIS — — — — —
QUOTATION — — — — — UNDERLINE — — — — — ERROR — — — — — — — CROSS — — — —
INVITATION TO TRANSMIT — — — WAIT — — — —

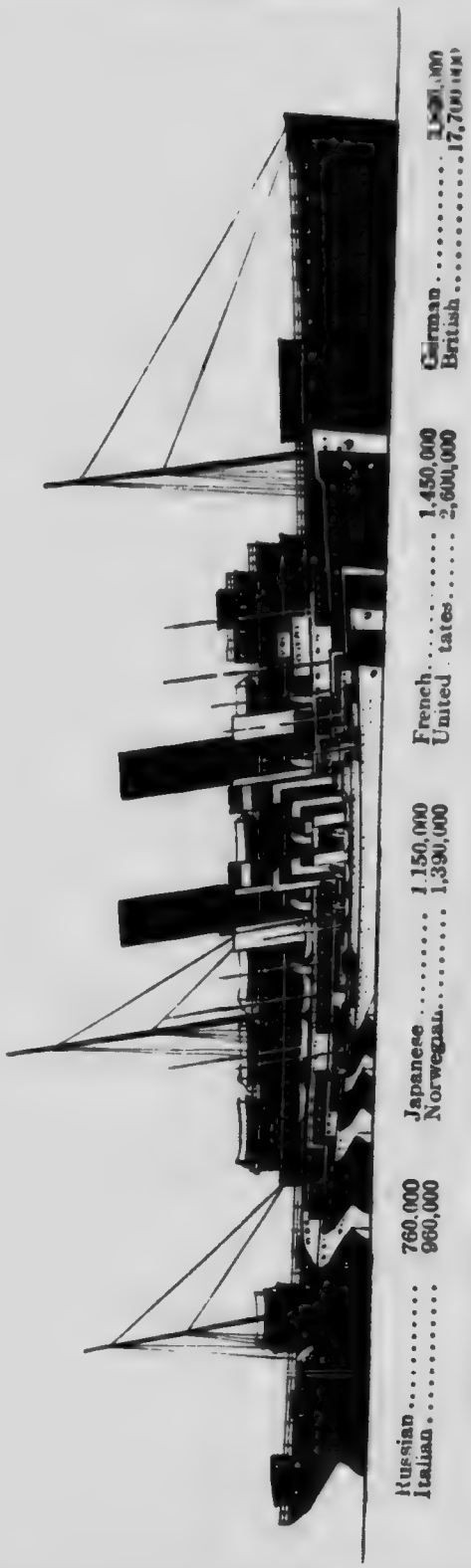
Short Code used only in repetitions and in text written entirely in figures

1 — 2 — — 3 — — — 4 — — — — 5 — — — — 6 — — — — 7 — — — 8 — — 9 — —
0 — BAR FOR FRACTION — —

LARGEST STEAMSHIP OWNERS IN THE WORLD.

Owners of over 100,000 gross tons in order of tonnage.

Lines.	Head Office.	Total Tonnage	Over 20 Knots	Knots. 20	19	18	17	16	15	14	13	12	Under 12 Knots.	Total.
Hamburg-Amer.	Hamburg	911,279	1	1		2	3	5	4	7	14	40	89	166
Norddeutscher Ld.	Bremen	752,000	4		1	1		5	15	9	20	25	114	195
White Star	Liverpool	461,000	1	2		1	5	4	1		11	1	4	30
Brit. Ind. St. N.Co.	London	453,000					2	4	4	8	5	24	64	111
P.& O.Steam N.Co.	London	400,000	2	1	1	14	3	7	3	16	2	6		56
A. Holt	Liverpool	350,000							1		3	5	53	62
Elder, Dempster & Co.	Liverpool	346,000					1	2	3	6	11	16	74	113
Furness-Withy Co. Ltd	West Hartlepool	344,000									5	8	97	110
Ellerman Lines, Lt	Liverpool	312,000							2	3	6	25	44	79
Compagnie Générale Trans.	Paris	309,000	3	1	1		9	4	6	5	2	10	36	77
Nippon Yusen Kaisha	Tokio	307,000						1	9	10	23	5	31	79
Messageries Maritimes	Paris	295,000					10	4		1	23	27		65
Union-Castle	London	294,000					9	2		3	3	13	11	41
Navigazione Gen. Italiana	Genoa	293,000					3	5	7	5	22	17	50	109
Hansa	Bremen	250,000											52	52
Leyland	Liverpool	249,000								6	9	16	11	42
Austrian Lloyd	Trieste	242,000					2	3	3	9	13	12	30	72
Harrison	Liverpool	217,000									28	10	5	43
Cunard	Liverpool	216,000	4		2	2		2	1	3	1		5	10
Royal Mail S.P. Co	London	212,000							17	1	2	6	24	50
Lamport & Holt	Liverpool	211,000								4	3	14	12	33
Clan	Glasgow	203,000										19	30	49
Hamburg S. Amer.	Hamburg	197,000							2	1	1	5	33	42
Can. Pacific Rail'y	Montreal	193,000		2	2			5	3		7	12	32	63
Wilson	Hull	191,000							1	5	11	9	69	95
Kosmos	Hamburg	186,000										16	22	38
Pacific Steam N.Co	Liverpool	183,000						2	10		3	18	11	44
Chargeurs Réunis	Paris	160,000						5	1	1	10	10		27
Deutsch-Australische	Hamburg	158,000											36	36
Union S.S. Co. of N. Zealand	Dunedin	157,000		1	1		1	2	5	8	6	9	31	64
Allan	Glasgow	156,000				2		2	3	1	3	6	10	27
Forenede Dampskibs Selskab	Copenhagen	150,000						5	3	2	5	2	105	122
R. Ropner & Co.	West Hartlepool	150,000											48	48
Andrew Weir & Co.	Glasgow	133,000											40	40
Anglo-American Oil Co., Ltd	London	128,526											30	30
Holland-America	Rotterdam	125,000					1	1	4				6	12
Atlantic Trans. Co.	London	124,000						4	1	3			8	16
Red Star	Antwerp	123,000						3		2			9	14
Prince	Newc'tle-on-Tyne	121,000							2			7	28	37
New Zealand Shipping Co	London	118,000							1		9	2	5	17
Osaka S. K., Ltd.	Osaka	115,000									2	9	89	100
Anchor	Glasgow	114,000						2	1	1	4	7	5	20
Booth	Liverpool	114,000							1	4	3	6	22	36
Hain & Son	St. Ives	113,000											37	37
Bucknall S.S. Lines Ltd	London	112,000									3	12	13	28
Anglo-Saxon Petroleum Co.	London	110,000											30	30
Rotterdam Lloyd	Rotterdam	108,000								7		4	8	19
Moor Line	Newc'tle-on-Tyne	107,000												31
Nederland Line	Amsterdam	106,000					1	1	4				17	23



Russian	760,000	Japanese	1,150,000	French	1,450,000
Italian	960,000	Norwegian	1,390,000	United States	2,600,000

German	[illegible]
British	17,700,000

COMPARATIVE MERCHANT MARINE OF THE FIRST EIGHT MARITIME NATIONS OF THE WORLD.
TONNAGE EXPRESSED IN ROUND FIGURES.

NUMBER AND NET AND GROSS TONNAGE OF STEAM AND SAILING VESSELS OF OVER 100 TONS, OF THE SEVERAL COUNTRIES OF THE WORLD, AS RECORDED IN LLOYD'S REGISTER FOR 1909–10.

Flag.	Steam.			Sail.		Total.	
	Number.	Net tons.	Gross tons.	Number.	Net tons.	Number.	Tonnage.
British:							
United Kingdom	8,419	10,027,813	16,472,602	1,072	905,334	9,491	17,377,936
Colonies	1,339	722,761	1,230,112	735	218,394	2,074	1,448,506
Total	9,758	10,750,574	17,702,714	1,807	1,123,728	11,565	18,826,442
American (United States)							
Sea	1,106	1,059,012	1,618,508	1,793	1,172,774	2,899	2,791,282
Lake	538	1,520,961	2,005,807	45	112,469	583	2,118,276
Philippine Islands	81	23,639	38,017	27	6,237	108	44,254
Total	1,725	2,603,602	3,662,332	1,865	1,291,480	3,590	4,953,812
Argentine	197	77,647	128,544	80	29,556	277	158,100
Austro-Hungarian	347	465,172	744,676	9	5,481	356	750,157
Belgian	152	171,960	268,459	4	3,296	156	271,755
Brazilian	317	137,902	222,110	79	20,705	396	242,815
Chilean	95	68,268	106,857	51	40,570	146	147,427
Chinese	60	48,402	75,258	.....	.....	60	75,258
Cuban	55	38,726	61,832	7	1,343	62	63,175
Danish	558	398,238	677,098	312	65,060	870	742,158
Dutch	503	564,903	904,536	98	37,704	601	942,240
French	884	836,617	1,445,976	625	447,617	1,509	1,893,593
German	1,808	2,379,367	3,889,046	363	377,667	2,171	4,266,713
Greek	287	304,430	484,193	122	32,428	409	516,621
Haytian	5	2,017	3,387	.....	.....	5	3,387
Italian	437	584,209	961,132	663	358,785	1,100	1,319,917
Japanese	861	729,546	1,150,858	4	1,942	865	1,152,800
Mexican	46	17,533	29,072	20	4,363	66	33,435
Norwegian	1,292	841,427	1,388,423	833	605,201	2,125	1,993,624
Peruvian	14	6,968	10,919	47	21,174	61	32,093
Portuguese	75	42,988	69,878	129	36,104	204	105,982
Roumanian	23	16,702	32,448	1	285	24	32,733
Russian	708	450,790	760,785	638	211,612	1,346	972,397
Sarawak	5	2,253	3,717	.....	.....	5	3,717
Siamese	10	7,122	11,464	.....	.....	10	11,464
Spanish	479	420,579	686,875	80	23,143	559	710,018
Swedish	960	463,729	774,288	543	148,510	1,503	922,798
Turkish	143	69,833	112,849	188	61,895	331	174,744
Uruguayan	48	44,670	71,616	26	17,722	74	89,338
Venezuelan	9	2,172	3,939	9	1,282	18	5,221
Other countries: Bulgaria, Colombia, Costa Rica, Ecuador, Egypt, Honduras, Liberia, Nicaragua, Oman, Panama, Persia, Salvador, Samos, Zanzibar, etc.	48	16,422	27,821	28	8,012	76	35,833
Total	21,909	22,564,768	36,473,102	8,631	4,976,665	30,540	41,449,767

FROM STEAM PACKET TO STEAM PALACE.

(1) Wood Paddle-boats. (3) Iron Screw Steamers. (5) Steel Twin-Screw Steamers.
(2) Iron " (4) Steel " "

Date	Name of Steamer.	Owners.	Remarks.
1833	Royal William. . .(1)	Quebec & HalifaxS.N.Co.	From Pictou (N.S.), 1st to cross the Atlantic.
1838	Sirius.	British and Amer.S.N.Co. .	From Cork, 1st departure from U. K.
"	Great Western.	Great Western S.N Co. . . .	" Bristol, 1st built for Atlantic.
"	Royal William. . . . . (2)	Transatlantic SS. Co.	" Liverpool, 1st departure.
1840	Britannia.	Cunard Line	" Liverpool, 1st carried British mails.
1849	Atlantic.	Collins "	" New York, 1st carried U.S. mails.
1854	Canadian.	Allan "	" Glasgow, 1st steamer of Line.
1856	Tempest.	Anchor "	" " 1st " "
"	Borussia.	Hamburg-American Line .	" Hamburg, 1st " "
"	Adriatic.	Collins Line.	Last Sailing of Line.
1858	Bremen.	Norddeutscher Lloyd	From Bremen to New York.
1856	Persia . . . . . (2)	Cunard.	1st Cunard iron paddle steamer.
1862	Scotia.	"	Last " " " "
1845	Great Britain. . . . (3)	Great Western S.N.Co. . . .	1st Atlantic iron screw steamer.
1850	City of Glasgow.	Inman Line.	1st to carry steerage passengers.
1858	GREAT EASTERN. . . .	East.and Australian SS.Co.	Paddle wheels and propeller.
1868	Italy.	National Line.	1st Atlantic ss. with comp. engines.
1869	City of Brussels. . . .	Inman "	1st " " " steam steering gear.
1871	Oceanic (1st).	White Star Line	1st with midship saloon, &c.
1873	Pennsylvania.	American "	1st sailing of Line to Liverpool.
1874	Britannic.	White Star "	1st to exceed 5,000 tons, Great Eastern
1875	City of Berlin.	Inman "	1st with electric light. [excepted.
1879	Arizona.	Guion. . "	Watertight compartments floated her.
1882	Alaska.	" "	1st "ocean greyhound."
1883	Oregon.	" " (1) . . . . . / Cunard " (2)	Sunk outside New York; every one saved by N. D. Lloyd ss. Fulda.
1879	Buenos Ayrean. . (4)	Allan Line.	1st Atlantic steel steamer.*
1881	Servia.	Cunard "	1st Cunard " "
"	City of Rome.	Inman (1) Line . . . . / Anchor(2) "	Fitted with three funnels.
1884	America.	National "	1st and last express ss. of Line.
"	Umbria. . . . . / Etruria.	Cunard "	1st with 20 knots speed.
1886	Aller.	Norddeutscher Lloyd	1st triple-expansion express ss.†
1888	City of New York(5) / City of Paris.	Inman & International(1) / American Line (2)	1st twin-screw ocean expresses.‡ / 1st to exceed 10,000 tons, G.E. excepted
1889	Teutonic. . . . . / Majestic.	White Star Line.	Designed as mercantile cruisers.
1890	Fürst Bismarck.	Hamburg-American Line .	1st under 6½ days from Southampton.
1892	La Touraine.	Compagnie Générale Trans.	Record Havre to New York, 6¾ days.
1893	Campania. . . . . / Lucania.	Cunard Line.	Lucania: highest day's run 562 knots. Liverpool to New York records.
1895	St. Paul. . . . . / St. Louis.	American.	Largest express steamers ever built in America.
1897	Kaiser Wilhelm d.Gr.	Norddeutscher Lloyd	Record day's run, 580 knots. [tons.
1899	Oceanic.	White Star Line.	Balanced engines, 1st to exceed 15,000
1900	Deutschland.	Hamburg-American Line. .	Fastest ocean steamer in the world.
1901	CELTIC.	White Star Line.	1st to exceed 20,000 tons.
1902	KRONPRINZ WILHELM	Norddeutscher Lloyd.	
1903	Kaiser Wilhelm II. . .	Norddeutscher Lloyd.	Largest express steamer in the world.
1904	Baltic.	White Star Line.	Largest ss. in the world—726x76x49.
"	Victorian.	Allan Line.	1st fitted with turbine engines.
1907	Lusitania. . . . . / Mauretania. .	Cunard Line. . . . . / " "	Largest and fastest in world. Fitted with turbine engines. Record day's run, Mauretania, 673 knots.

* Union Co. of N.Z.'s Rotomohana, 1,763 tons, was first ocean steel ss., 1879.
† Martello, 2,432 tons, of Wilson Line, was first Atlantic cargo triple-expansion ss., 1884.
‡ Notting Hill, 3,921 tons, of Twin Screw Cargo Line, came out so engined, 1881.

FROM STEAM PACKET TO STEAM PALACE—*Continued*.

Reduction of Passage.

	Days.				Tons.
1862.	Under 9	from Queenstown.		Scotia	3,871
1869.	" 8 "	"		City of Brussels	3,081
1882.	" 7 "	"		Alaska	6,400
1889.	" 6 "	"		City of Paris	10,669
1894.	" 5½ "	"		Lucania	12,950
1897.	" 6 "	Southampton.		Kaiser Wilhelm der Grosse	14,349
1903.	" 5½ "	Cherbourg.		Deutschland	16,502
1909.	4*d*. 10*h*. 51*m*.	from Queenstown.		Mauretania	32,000

Progress in Length.

		Feet.		Tons.
1838.	1st to exceed	200	Great Western	1,340
1845.	" "	300	Great Britain	2,084
1858.	" "	680	Great Eastern	18,918
1871.	" "	400	Oceanic (1)	3,807
1881.	" "	500	Servia	7,392
1893.	" "	600	Campania	12,952
1899.	" "	700	Oceanic (2)	17,247
1904.	" "	725	Baltic	23,000
1907	" "	790	Mauretania	32,000

OCEAN STEAMERS. 20 Knots and over. In order of Tonnage.

Built in	Names.	Owners.	Gross Tons.	Dimensions.	Spd.	Builders.
1907	Mauretania	Cunard	32,000	790x88x77	26	Swan & H'nter and Wigham Richardson, Ltd.
1907	Lusitania	"	32,500	785x88x77	26	Clydebank.
1908	Kronprinzessin Cecilie	N. D. Lloyd	19,503	685x72x40	23½	Stettin V. Co.
1902	Kaiser Wilhelm II	N.D. Lloyd.	19,360	678x72x38	23½	Stettin V. Co.
1899	Oceanic	White Star.	17,274	685x68x44	21	Harland & W.
1900	Deutschland	Hamburg-American	16,502	662x67x40	23½	Stettin V. Co.
1901	Kronprinz Wilhelm	N. D. Lloyd	14,908	640x66x43	23	"
1897	Kaiser Wilhelm der Grosse	"	14,349	627x66x35	22½	"
1893	Campania	Cunard	12,950	601x65x37	22	Fairfield.
1893	Lucania	"	12,950			
1897	Kaiser Friedrich	F. Schichau	12,480	581x63x44	22	Schichau.
1900	La Lorraine	Com. Gén. Trans.	11,869	563x60x35	20	Owners.
1900	La Savoie					
1895	St. Louis	International Mercantile Marine. Co.	11,864	535x63x37	21	Cramp&Sons.
1895	St. Paul		11,629			
1888	New York	"	10,798	527x63x22	20	Clydebank.
1889	Philadelphia (ex Paris)	"	10,786			
1890	Majestic	White Star	10,147	565x58x39	20	Harland&W.
1889	Teutonic	"	9,984			
1890	Kaiserin Maria Theresa	N. D. Lloyd.	8,278	528x51x36	20	Stettin V. Co.
1884	Umbria	Cunard	8,128	501x57x38	20	Fairfield.
1884	Etruria	"	8,120			
1898	Moskva	Russ. Vol. Flt. Assoc.	7,297	487x58x26	20	Clydebank.
1898	Smolensk	" "	7,270			
1898	Isis	P. & O.	1,728	300x37x17	20	Caird & Co.
1898	Osiris					

The following is, in brief, the terms under which the Cunard Line built the "Mauretania" and "Lusitania":

In August, 1903, an agreement was made with the British Government by which the Cunard Co. were to build two new steamers, to be, with all other Cunard ships, at the disposal of the Admiralty for hire or purchase whenever they may be required, the Government lending the company £2,600,000 to build the ships and granting them a subsidy of £150,000 a year.

Consul Joseph G. Stephens writes that last year 544 mail and ocean passenger steamers called at Plymouth, England, to land or embark 25,959 passengers, 178,242 bags of mail, and specie valued at $35,576,728, as compared with 566 steamers which dealt with over 25,900 passengers, 185,712 bags of mail, and specie valued at $32,820,927 in 1908. The fewer number of steamers was largely due to the decreased tonnage employed in the Atlantic service and the withdrawal of the Royal Mail Company's Mexican steamers.

VESSELS 10,000 TONS AND OVER. SPEED UNDER 20 KNOTS.

Owners and Steamers.	Speed.	Under 11,000 Tons.	11,000 Tons to under 12,000 Tons.	12,000 Tons and above
Hamburg-American Line—				
Amerika, Kaiserin Auguste Victoria, Cleveland, Cincinnati	17	..	..	4
Hamburg (16), Bluecher (16½), Moltke	15	1	..	2
President Grant, President Lincoln	14	..	..	2
Patricia, Pennsylvania, Graf Waldersee	13½	..	..	3
Batavia, Bulgaria, Pretoria	12	..	2	1
Norddeutscher Lloyd—Prinzess Alice	16	1	..	1
Bremen, Barbarossa, Fried. der Grosse, Königin Luise	15½	4		..
Prinzess Irene, König Albert	15	2	..	..
Grosser Kurfürst	14	..	1	..
Main, Rhein	13½	2	..	..
Holland-America Line—Rotterdam	17	..	..	1
New Amsterdam, Statendam, Potsdam, Ryndam, Noordam	15	1	..	4
Pacific Mail St'mship Co.—Korea, Siberia	18	..	2	..
Mongolia, Manchuria	16	..	..	2
United S.S. Co. of Copenhagen — United States, Hellig Olay	16	2	..	..
Great Northern S.S. Co. of U. S.—Minnesota (21,000 tons)	14½	..	..	1
Red Star Line—Vaderland	16	..	1	..
International Mercantile Marine—Finland, Kroonland	16	..	..	2
International Navigation Co.—Zeeland	16	..	1	..
Haverford, Merion	14	..	2	..
British—Malwa, Mantua, Morea P. & O. Co.	18½	3	..	..
Macedonia, Marmora. "	18	2	..	..
Briton, Saxon, Walmer Castle.....Union-Castle Line	17½	2	..	1
Armadale Castle, Kenilworth Castle..... " "	17½	..	..	2
Adriatic (24,541 tons) White Star "	18	..	..	1
Celtic, Cedric, Baltic, Laurentic, Megantic " "	17	..	..	5
Arabic..... " "	16	..	..	1
Victorian, Virginian... Allan "	18	2	..	..
Grampian, Hesperian " "	15	2	..	..
Tunisian, Corsican... " "	16	1	1	..
Ivernia, Saxonia, Carpathia.....Cunard "	15½	1	..	2
Carmania..... " "	18	..	..	1
Slavonia (14½), Ultonia (13), Caronia (20,000 tons)	18	2	..	1
Cymric..... White Star Line	15	..	..	1
Winefredian, Devonian Leyland "	14½	2	..	..
Georgic, Athenic, Corinthic, Ionic..... White Star "	13	1	..	3
Afric, Medic, Persic, Runic, Suevic..... " "	12½	..	5	..
Romanic, Canopic... " "	16	..	2	..
Cretic..... " "	16	..	..	1
Minneapolis, Minnehaha..... Atlantic Transport Line	16	..	..	2
Minnetonka, Minnewaska..... Atlantic Transport Line	16	..	..	2
Amazon, Araguaya, Avon, Asturias Royal Mail	15	2	1	1
Cairo, Heliopolis, Egypt'n Mail S.S. Co. Ltd	19½	..	2	..
Pericles.....Geo. Thompson Co., Ltd	15	.	1	..
Orcomo.....Pacific S. N. Co...	16½	..	1	..
Orsova, Orvieto, Osterley, Otway Orient Line	18	..	..	4
Totals.....	..	33	22	51

N. B.—Of the 268 steamers under construction in Great Britain, Sept. 30, 1909, 129 were above 2,000 tons each; of these, 24 exceeded 6,000 tons each, 8 were not less than 10,000 tons each, 3 exceeded 12,000 tons each, and two 20,000 tons each.

THE FOLLOWING TABLE CLASSIFIES OCEAN VESSELS IN 1909 ACCORDING TO SPEED AND FLAG.

Flag.	Speed in knots.													Total.
	25	23	22	21	20	19	18	17	16	15	14	13	12	
British	2		2	1	6	11	27	26	48	68	108	229	397	925
German		4	1			1	2	3	6	20	22	37	94	190
French			1	2	1	1		19	13	5	9	39	50	140
United States				2	4		6	8	14	30	31	30	27	152
Russian					2	1			2	5		6	13	29
Japanese					2			3	1	9	15	23	9	62
Spanish						1			2	2	7	8	2	22
Roumanian							4							4
Austro-Hungarian								3	4	3	11	17	13	51
Dutch								1	1	5	17	1	11	36
Italian								1	7	9	12	18	17	64
Danish									3	1			3	7
Belgian									3		2			5
Chilean											12			12
Portuguese											2	6		8
Brazilian											1	3		4
Norwegian												1		1
Total	2	4	4	5	15	15	39	64	104	157	249	418	636	1,712

THE WORLD'S LARGE AND FAST OCEAN STEAMSHIPS.

The following table shows largest owners of ocean screw steamships in the world of 18 knots or more, and of 2,000 gross tons or more, recorded in Lloyd's Register on July 1, 1909, including a few vessels building at that time.

Line.	Flag.	Speed in knots.									Total
		a20	19	18	17	16	15	14	13	12	
Compagnie Générale Transatlantique	French	4	1		9	4	1	1	2	6	28
Cunard Steamship Co	British	4	2	2		2	1	3	1		15
International Mercantile Marine Co	United States	4									4
Norddeutscher Lloyd	German	4	1	2		3	15	9	15	21	70
White Star Line	British	3		1	5	4	1		11	1	26
Canadian Pacific Railway Co	...do	2	1			5			6	11	25
Metropolitan Steamship Co	United States	2					2	2			6
Russian Volunteer Fleet Association	Russian	2	1				2		1	6	12
Toyo Kisen Kabushiki Kaisha	Japanese	2			3			5			10
Hamburg-American Line	German	1			3	3	3	4	14	38	66
Peninsular and Oriental Steam Navigation Co	British	1	1	14	6	7	3	16	4	6	58
Union Steam Ship Company of New Zealand	...do	1	1		1	2	4	5	5	2	21
Belfast Steam Ship Co	...do	2									2
Dominion Atlantic Railway Co	...do		2								2
Egyptian Mail Steam Ship Co	...do		2								2
Compañía Transatlantica	Spanish		1			2	2	5	6		16
Orient Steam Navigation Co	British			6	1	1					8
Roumanian State Railways	Roumanian			4							4
New York and Cuba Mail Steamship Co	United States			3	2	2	1	3		1	12
Allan Line Steamship Co	British			2		2	3	1	3	6	17
Pacific Mail Steamship Co	United States			2	1	2		2	2		9
Eastern Steamship Co	...do			1	2	2					5
Great Central Railway Co	British			1							1
Khedivial Mail Steamship and Graving Dock Co	...do			1			2	1	1	1	6

a Including 15 vessels of over 20 knots.

FIRST STEAMBOATS, PIONEER SAILINGS, AND EARLIEST LINES.

1707. Denis Papin experimented on River Fulda with paddle-wheel steamboat.

1736. Jonathan Hulls patented designs similar to modern paddle boat.

1769. James Watt invented a double-acting side-lever engine.

1783. Marquess of Jouffrey made experiments in France.

1785. James Ramsey, in America, propelled a boat with steam through a stern-pipe.

1785. Robert Fitch, in America, propelled a boat with canoe-paddles fixed to a moving beam.

1787. Robert Miller, of Edinburgh, tried primitive manual machinery.

1788. Miller, with Symington, produced a double-hull stern-wheel steamboat.

1802. *Charlotte Dundas*, the first practical steam tugboat, designed by Symington.

1804. *Phœnix*, screw-boat designed by Stephens in New York; first steamer to make a sea voyage.

1807. *Clermont*, first passenger steamer continuously employed; built by Fulton in U. S. A.

1812. *Comet*, first passenger steamer continuously employed in Europe; built by Miller in Scotland.

1818. *Rob Roy*, first sea-trading steamer in the world, built at Glasgow.

1819. *Savannah*, first auxiliary steamer, paddle wheels, to cross the Atlantic; built in New York.

1821. *Aaron Manby*, first steamer (English canal boat) built of iron.

1823. City of Dublin Steam Packet Co. was established.

1824. General Steam Navigation Co. was established at London.

1824. George Thompson & Co. (Aberdeen Line), were established.

1825. *Enterprise* made the first steam passage to India.

1825. *William Fawcett*, pioneer steamer of the P. & O. S. N. Co.

1830. T. & J. Harrison (Harrison Line) were established at Liverpool.

1832. *Elburkah*, iron steamer, took a private exploring party up the Niger.

1834. Lloyd's Register for British and Foreign Shipping established.

1836. Austrian Lloyd Steam Navigation Co. established at Trieste.

1837. *Francis B. Ogden*, first successful screw tugboat; fitted with Ericsson's propeller.

1838. *Archimedes*, made the Dover-Calais passage under two hours, fitted with Smith's propeller.

1838. *R. F. Stockton*, built for a tugboat, fitted with Ericsson's propeller, sailed to America; first iron vessel to cross the Atlantic; first screw steamer used in America.

1839. *Thames*, pioneer steamer of the Royal Mail Steam Packet Co.

1839. George Smith & Sons (City Line) were established at Glasgow.

1840. *Britannia*, pioneer steamer of the Cunard Line.

1840. *Chile*, pioneer steamer of the Pacific Steam Navigation Co.

1845. *Great Britain*, first iron screw steamer, precursor of modern Atlantic steamer.

1845. Thos. Wilson, Sons & Co., Ltd. (Wilson Line), established at Hull.

1847. Pacific Mail Steamship Co. established in America.

1849. Houlder Brothers & Co. established at London.

1850. Bullard, King & Co. (Natal Line) established at London.

1850. Messageries Maritimes de France established.

1850. Inman (now American) Line, established at Liverpool.

1851. *Tiber*, first steamer of the Bibby Line, established 1821 at Liverpool.

1852. *Forerunner*, pioneer steamer of the African Steamship Co.

1853. Union Steamship Co. was established (now Union-Castle Line).

1853. *Borussia*, first steamer of the Hamburg-American Packet Co., established 1847.

1854. *Canadian*, first steamer of the Allan Line, established 1820.

1855. British India Steam Navigation Co. was established.

1856. *Tempest*, first steamer Anchor Line.

1858. *Bremen*, first Atlantic steamer of the Norddeutscher Lloyd, established 1856.

1858. *Great Eastern* launched into the Thames, Jan. 31; commenced, May 1, 1854.

—*Whitaker's Almanack.*

In traveling about England, although possibly hampered by baggage, such movements are considerably facilitated by the arrangement of the railway companies. For a charge of one shilling per package, the companies or their agents will collect baggage from one address, forward it by rail to any part of the country, and deliver to wherever desired. Or should the passenger carry or accompany his baggage to the station, thus saving the company the task of collecting, each package will be sent by rail and delivered to destination at an inclusive fee of sixpence per package, irrespective of distance. This advantage is of great utility to tourists. For instance, the main baggage can be collected in London, sent forward by train and delivered on the boat at port, while the owner with his light bag leisurely takes a roundabout tour to the port, sightseeing on the way, and upon reaching the boat his baggage will be awaiting him. These arrangements have enabled many interesting tours to be set out toward the close of a sojourn, the railway ticket being supplied to break the journey at several points en route.

The railway companies issue week-end tickets at special cheap rates available from Friday, Saturday or Sunday till Tuesday to all imporant centres. Attractive to those who would like to follow the prevailing English fashion, and spend the week-end out of town.

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1909, OF 5,000 TONS OR OVER.

Name of vessel.	Crew.	Gross tonnage.	When built.	Where built	Material.	Home port.
Minnesota...	150	20,718	1904	New London, Conn.	Steel.....	New York, N. Y.
Manchuria...	164	13,638	1904	Camden, N. J.....	...do.....	Do.
Mongolia....	265	13,638	1903	.....do.....	...do.....	Do.
St. Louis....	377	11,629	1895	Philadelphia, Pa...	...do.....	Do.
St. Paul.....	377	11,629	1895	.....do.....	...do.....	Do.
Siberia.....	277	11,284	1902	Newport News, Va.	...do.....	Do.
Korea.....	277	11,276	1902	.....do.....	...do.....	Do.
New York...	370	10,798	1888	Clydeb'k, Scotland	...do.....	Do.
Philadelphia	378	10,786	1889	.....do.....	...do.....	Do.
Ancon.....	74	9,606	1902	Sparrows Point, Md	...do.....	Boston, Mass.
Cristobal....	74	9,606	1902	.....do.....	...do.....	Do.
Alaskan.....	42	8,671	1902	San Francisco, Cal.	...do.....	New York, N. Y.
Arizonan..	42	8,671	1902	.....do.....	...do.....	Do.
Texan.....	54	8,615	1902	Camden, N. J.....	...do.....	Do.
Mexican.....	43	8,579	1907	San Francisco, Cal.	...do.....	Do.
Columbian..	43	8,579	1907	.....do.....	...do.....	Do.
Virginian.....	100	7,914	1903	Sparrows Point, Md	...do.....	Do.
Missourian..	99	7,914	1903	.....do.....	...do.....	Do.
Massachu'ts.	89	7,913	1902	Camden, N. J.....	...do.....	Do.
Saratoga....	138	6,391	1907	Philadelphia, Pa...	...do.....	Do.
Havana.....	138	6,391	1907	.....do.....	...do.....	Do.
Sonoma.....	169	6,253	1900	.....do.....	...do.....	San Francisco, Cal.
Ventura.....	168	6,253	1900	.....do.....	...do.....	Do.
Merida.....	128	6,207	1906	.....do.....	...do.....	New York, N. Y.
Mexico.....	128	6,207	1906	.....do.....	...do.....	Do.
Morro Castle	124	6,004	1900	.....do.....	...do.....	Do.
Californian..	45	5,707	1900	San Francisco, Cal.	...do.....	Do.
Panama.....	95	5,667	1898	Philadelphia, Pa...	...do.....	Do.
Colon.....	92	5,667	1899	.....do.....	...do.....	Do.
Hawaiian...	45	5,597	1900	Chester, Pa.....	...do.....	Do.
Oregonian...	45	5,597	1901	.....do.....	...do.....	Do.
American...	47	5,591	1900	.....do.....	...do.....	Do.
Isthmian....	48	5,404	1908	San Francisco, Cal.	...do.....	Do.
Santa Maria.	37	5,318	1901	Cleveland, Ohio.....	...do.....	Do.
Santa Rita..	37	5,273	1902	.....do.....	...do.....	Do.
City of Pekin	256	5,079	1874	Chester, Pa.....	Iron.....	Do.
China.....	263	5,060	1889	Govan, Scotland...	Steel.....	Do.

DIMENSIONS OF THE LARGEST FA. OCEAN STEAMERS.

The largest and in many respects the highest type of marine architecture is to be found in the modern ocean greyhound for transatlantic trade. In recent years the rival companies have vied with each other in the effort to excel, and steamships of larger size, greater speed, and more perfect equipment have followed each other, until it would seem that the limit had been reached. In the accompanying table the largest and most recent steamers are placed in comparison with the "Great Eastern."

Name of Ship.	Date.	Length over All.	Beam.	Depth.	Draught.	Displacement	Maximum Speed.
		Feet.	Feet.	Feet.	Feet.	Tons.	Knots.
Great Eastern.....	1858	692	83	57½	25½	27,000	12
Paris.....	1888	560	63	42	26½	13,000	20
Teutonic.....	1890	585	57½	42	26	12,000	20
Campania	1893	625	65	41½	28	19,000	22
St. Paul.....	1895	554	63	42	27	14,000	21
Kaiser Wilhelm der Grosse	1897	649	66	43	29	20,000	22.35
Oceanic.....	1899	704	68	49	32½	28,500	20
Deutschland.....	1900	686½	67½	44	29	22,000	23.5
Baltic.....	1904	725¾	75	49	30½	40,000	20
Mauretania.....	1907	790	88	60	37½	45,000	26.06
Olympic.....	1910	890	92	64	35	60,000	21

TRANSATLANTIC PASSENGER STEAMERS FROM NEW YORK.*

AMERICAN LINE.

Steamships.	Year	Gross Tonnage	Indic. H.-P.	Length
New York (Rebuilt 1903)	1888	10,798	20,000	576
St. Louis	1895	11,629	20,000	554
St. Paul	1895	11,629	20,000	554
Philadelphia	1901	10,786	20,000	576

ANCHOR LINE.

Furnessia	1880	5,495	5,000	445
Astoria	1884	5,200	4,600	410
Columbia	1901	8,400	8,400	503
Caledonia	1904	9,400	10,200	515
California	1907	9,000	7,000	485

ATLANTIC TRANSPORT LINE.

Minneapolis	1900	13,401	10,800	616
Minnehaha	1900	13,403	10,800	616
Minnetonka	1902	13,398	10,800	616
Minnewaska	1909	14,220	12,000	616

AUSTRO-AMERICAN LINE.

Laura	1907	6,122	767	415
Alice	1907	6,122	757	415
Argentina	1907	5,526	582	390
Oceania	1907	5,497	584	391
Martha Washington	1909	8,312	1,117	460

CUNARD LINE.

(Queenstown and Liverpool Service.)

Campania	1892	13,000	30,000	620
Mauretania	1906	32,000	70,000	790
Lusitania	1906	32,500	70,000	785
Caronia	1905.	20,000	21,000	675
Carmania	1905	20,000	21,000	675
Franconia	....	18,000	21,000	600

CUNARD LINE.

(Mediterranean and Adriatic Service.)

Ultonia	1898	10,200	.....	500
Carpathia	1903	13,600	.....	540
Pannonia	1904	10,000	.....	501

FABRE LINE.

(Various points, including Naples, depending on season of year.)

Roma	1902	9,500	6,000	450
Germania	1903	9,500	6,000	426
Madonna	1905	10,000	6,200	426
Venezia	1907	11,000	7,200	460
Sant' Anna	Bldg	14,000	10,000	500

FRENCH LINE.

La Bretagne	1886	7,315	9,000	508
La Gascogne	1886	7,646	9,000	508
La Touraine	1890	9,161	12,000	536
La Lorraine	1899	11,874	22,000	580
La Savoie	1900	11,889	22,000	580
La Provence	1906	14,744	30,000	624
Chicago	1908	11,103	9,500	520

*Tables copyright 1910 by Munn & Co., Inc.

TRANSATLANTIC PASSENGER STEAMERS FROM NEW YORK.—*Continued.*

HAMBURG-AMERICAN LINE.

Steamships.	Year.	Gross Tonnage	Indic. H.-P.	Length.
Pennsylvania	1896	13,333	5,500	557.6
Patricia	1897	13,273	6,000	560
Pretoria	1898	13,234	5,400	560
Bulgaria*	1898	11,077	4,000	501.6
Graf Waldersee	1899	13,193	5,500	560
Batavia*	1899	11,464	4,000	501
Deutschland	1900	16,502	37,800	686.6
Hamburg*	1900	10,532	9,000	498
Blucher	1901	12,334	9,500	525.6
Moltke*	1902	12,335	9,500	525
Amerika	1905	22,225	15,500	690
Kaiserin Auguste Victoria	1906	24,581	17,500	700
President Lincoln	1907	18,100	7,500	615
President Grant	1907	18,100	7,500	615
Cleveland	1908	18,000	9,300	600
Cincinnati	1908	18,000	9,300	600

* Mediterranean Service.

HOLLAND-AMERICA LINE.
(Netherlands-American Steam Navigation Co.)

Statendam	1899	10,490	6,000	530
Potsdam	1900	12,600	7,500	560
Ryndam	1901	12,546	7,590	560
Noordam	1902	12,540	7,500	560
New Amsterdam	1906	17,250	10,000	615
Rotterdam	1908	24,170	14,000	668

ITALIA LINE.
(Societa di Navigazione a Vapore. Naples, Genoa, New York Service.)

Ancona	1908	10,000	7,600	420
Verona	1908	.....	7,600	420
Taormina	....	.....	7,600	420

LA VELOCE LINE.
(Navigazione Italiana a Vapore.)

Oceania	1908/9	12,000	9,000	425
America	1909	.....	9,000	425
Europa	1906	.....	9,000	425

NAVIGAZIONE GENERALE ITALIANA LINE.
(Florio Rubattino).

Duca d'Aosta	1909	12,000	9,000	425
Duca di Genova	1908/9	.....	9,000	425
Duca di Abruzzi	1908	.....	9,000	425

LLOYD ITALIANO

Florida	1905	5,018	444	381.4
Luisiana	1906	4,983	444	393.7
Indiana	1905	4,996	444	393.7
Virginia	1906	5,181	477	381.4
Cordova	1905	4,933	531	411.4
Mendoza	1905	6,847	851	420
Principessa Mafalda	1909	9,210	917	485

NORTH GERMAN LLOYD.
(Bremen Service.)

Friedrich der Grosse	1896	10,568	7,200	546
Bremen	1896	11,570	8,000	569
Kaiser Wilhelm der Grosse	1897	14,349	28,000	649
Rhein	1899	10,058	5,500	520
Grosser Kurfürst	1900	13,245	9,700	582
Main	1900	10,067	5,500	520
Kronprinz Wilhelm	1901	14,908	35,000	663
Kaiser Wilhelm II	1903	19,500	43,000	707
Prinzess Alice	1904	10,911	9,000	524
Kronpr'n Cecilie	1907	20,000	45,000	707
Luetzow	1907	9,800	6,500	555
Derfflinger	1907	9,800	6,500	555
Prinz Fr. Wilhelm	1908	17,500	14,000	613
George Washington	1909	25,570	20,000	723

TRANSATLANTIC PASSENGER STEAMERS FROM NEW YORK—*Continued.*

NORTH GERMAN LLOYD.

(Mediterranean Service.)

Steamships.	Year.	Gross Tonnage	Indic. H.-P	Length
Koenigin Luise	1896	10,711	7,000	544
Barbarossa	1896	10,915	7,000	546
Koenig Albert	1899	10,643	9,000	525
Prinzess Irene	1900	10,881	9,000	525
Berlin	1908	19,200	16,500	613
RED STAR LINE				
Gothland	1893	7,668.7	5,300	504
Vaderland	1900	11,898	13,155	580
Zeeland	1901	11,905	13,155	580
Finland	1902	12,188	11,300	580
Kroonland	1902	12,185	11,300	580
Samland	1903	7,913	5,600	490
Lapland	1908	18,694	16,000	620
SCANDINAVIAN-AMERICAN LINE.				
C. F. Tietgen	1897	8,500	5,500	485
Oscar II	1901	10,000	8,000	515
Hellig Olav	1902	10,000	8,000	515
United States	1903	10,000	8,000	515
WHITE STAR LINE.				
Teutonic	1889	9,984	17,000	582
Majestic	1890	10,147	17,000	582
Oceanic	1899	17,274	28,000	705.6
Celtic	1901	20,904	13,500	697.5
Cedric	1903	21,035	13,500	697.5
Cretic	1902	13,507	7,010	601.8
Arabic	1903	15,801	10,800	615.6
Baltic	1904	23,876	13,300	726
Adriatic	1906	24,541	40,000	726
Laurentic	1908	14,892	.....	565
Megantic	1909	14,878	.....	565
Olympic (Building)*	1911	45,000	.....	860
Titanic (Building)	1911	45,000	.....	860

* Launch is set for Oct. 20, 1910.

TRANSATLANTIC PASSENGER STEAMERS FROM PORTS OTHER THAN NEW YORK.

CUNARD LINE.

(Boston-Liverpool Service.)

Ivernia	1900	14,100	10,400	600
Saxonia	1900	14,300	10,400	600
ALLAN LINE.				
Parisian	1881	5,395	774	440.8
Numidian	1891	4,836	582	400
Mongolian	1891	4,838	582	400
Carthaginian	1884	4,444	475	386
Siberian	1884	3,846	463	372
Hungarian	1902	4,508	446	388
Hibernian	1902	4,505	446	385
Ontarian	1900	4,309	359	385.2
Oreadian	1893	3,546	328	361
LEYLAND LINE.				
Devonian	....	11,000	.....	571
Winifredian	....	11,000	.....	571
Canadian	....	9,500	.....	549
Bohemian	....	11,000	.....	529
Cestrian	....	9,000	.....	529

TRANSATLANTIC PASSENGER STEAMERS FROM PORTS OTHER THAN NEW YORK—*Continued.*

WHITE STAR LINE.

Steamships.	Year	Gross Tonnage.	Indic. H. P.	Length.
Cymric	1898	13,096	.....	599
Zeeland	1901	11,905	13,155	580

NORTH GERMAN LLOYD S. S. CO.
(Baltimore-Bremen Service.)

Rhein	1899	10,058	5,500	520
Breslau	1901	7,524	3,400	428
Neckar	1901	9,835	6,000	520
Main	1900	10,058	5,500	520
Oldenburg	....	5,002	3,600	428
Cassel	1901	7,553	3,400	428

NORTH GERMAN LLOYD S. S. CO.
(Galveston-Bremen Service.)

Chemnitz	1901	3,200	7,542	430
Frankfurt	1899	3,200	7,431	431

ALLAN LINE.
(Montreal Services.)

Victorian	1904	10,629	....	520
Virginian	1905	10,754	....	520.4
Tunisian	1900	10,576	849	500.6
Corsican	1907	11,436	917	500.3
Hesperian	1908	10,920	803	485.5
Grampan	1907	10,187	825	485.7
Ionian	1901	8,268	604	470
Pretorian	1901	6,508	800	436.9
Corinthian	1900	6,270	447	430
Sicilian	1899	6,229	447	430
Sardinian	1875	4,349	316	400
Pomeranian	1882	4,207	316	381

CANADIAN PACIFIC RAILWAY CO.

Empress of Britain	1906	14,500	3,168	548.8
Empress of Ireland	1906	14,500	3,168	548.9

Royal Mail Steamers "Empress of Britain" and "Empress of Ireland" leave Quebec in Summer and St. John in Winter. Other vessels of the line carry second only, second and steerage only, and steerage only. Their names are therefore omitted here.

WHITE STAR-DOMINION.

Laurentic	1909	14,892	.....	484
Megantic	1909	15,000	.....	550
Canada	....	9,413	.....	....
Dominion	....	6,618	.....	....
Ottawa	....	5,071	.....	....

DONALDSON LINE.
(Montreal to Glasgow.)

Athenia	1904	8,668	5,600	478
Cassandra	1906	8,135	5,555	455
Saturnia	Building	.....	.....	....

MONTREAL SERVICES—THOMSON LINE.
(Mediterranean Service.)

Tortona	1909	7,907	5,400	450.6

PHILADELPHIA STEAMSHIP SERVICES—AMERICAN LINE.

Haverford	....	11,635	.....	547
Merion	....	11,621	.....	547
Friesland	....	6,409	.....	470

RED STAR LINE.

Marquette	1898	7,058	5,000	502
Menominee	1897	6,918	5,000	490
Manitou	1898	6,648	5,000	490

STEAMSHIP RECORDS AND CASUALTIES.

We are republishing, by permission of the Brooklyn Daily Eagle, from their "Almanac," the following valuable particulars relative to steamship records and casualties.

(Copyright, 1910.) Revised for this book by Capt. A. W. Lewis.

STEAMSHIP RECORDS

The following table shows best record time between New York and European ports, east or west. For previous records see Eagle Almanac 1908, page 467.

Yr.	Name of steamship	D.	H.	M.
1897	Kaiser Wilhelm der Grosse, N. Y. to Southampton	5	17	8
1897	Same steamer, N. Y. to Plymouth	5	15	10
1898	Same steamer, Southampton to N. Y	5	20	10
1899	Same steamer, Cherbourg to N. Y	5	17	37
1899	Same steamer, New York to Cherbourg	5	17	56
1900	Deutschland, N. Y. to Plymouth	5	7	38
1900	Deutschland, Plymouth to N. Y	5	16	24
1901	Deutschland, eastbound (long course)	5	11	5
1901	Deutschland, Cherbourg to N. Y	5	12	23
1901	Kronprins, N. Y. to Plymouth	5	9	48
1901	Oceanic, N. Y. to Liverpool	5	20	32
1901	Oceanic, Liverpool to N. Y	5	17	50
1907	Lusitania, Queenstown to Sandy Hook Lightship	4	18	40
1907	Lusitania, N. Y. to Queenstown	4	22	50
1907	Mauretania, N. Y. to Queenstown	4	22	29
1908	Mauretania, Queenstown to N. Y	4	20	15
1908	Kronprinzessin Cecilie, Cherbourg to N. Y	5	11	9
1908	Kaiser Wilhelm II, N. Y. to Plymouth	5	9	55
1909	Kronprinzessin Cecilie, N. Y. to Plymouth	5	7	25
1909	Lusitania, Queenstown to N. Y	4	11	42
1909	Lusitania, N. Y. to Queenstown	4	15	52
1909	Mauretania, Queenstown to N. Y	4	10	51
1909	Mauretania, N. Y. to Queenstown	4	13	41
1910	Mauretania, Daunt's Rock, Ambrose Lightship to N. Y. Long course	4	15	29

Oct. 12, 417 years ago, Columbus on the Santa Maria made the first trans-Atlantic record of 71 days.

The Deutschland, westward from Cherbourg to N. Y., 3,082 miles, July 30, 1901, made one day 601 knots; average speed, 23.07 knots. The Kronprinz Wilhelm, from N. Y. Oct. 1, 1904, averaged 23.01 knots per hour.

Sept. 6, 1902, Chas. R. Flint's yacht Arrow in a speed test on the Hudson, broke the world's record, making 1.19 miles in 1 min. 19.39 sec., a rate of 45.06 miles an hour.

Oct. 28, 1902, the Korea of the Pacific Mail S. S. Co., broke the record from Yokohama to San Francisco by 4 days, covering the distance of 4,700 miles in 10 days.

The Deutschland left Hamburg Sept. 1, 1903, and reached Sandy Hook in 5 days 11 hours 54 minutes lowering her previous record 29 minutes and record of new Kronprinz Wilhelm, 3 minutes. Average speed, 23.15 knots an hour.

The battleship Kentucky made the run from Hong Kong to New York, 12,699 miles, arriving in New York May 21, 1904, making a new record for long distance run. From Funchal to New York an average of 13.8 knots an hour was made, seven-tenths of a knot better than the Kearsarge.

The armed cruiser West Virginia, flagship of the Pacific fleet, on June 25, 1908, on a 4-hour speed trial, made an average speed of 22.47 knots. This makes her the fastest vessel of the battleship class in the Navy.

The battleship Nebraska in 1904, from N. Y. to San Francisco, completed the trip in 52 days. The armed cruiser South Dakota, from N. Y. to San Francisco, in 53 days.

Record time by steamer San Francisco, Cal. to Honolulu, was made by the Siberia, arriving Aug. 21, 1905, in 4d. 19h. 20m., 3 h. better than best previous record.

The French Line steamship Provence, May 25, 1906, completed the record time from Havre to New York of 6 days 3 hours and 35 minutes.

The Lusitania, turbine Cunarder, on Aug. 20, 1908, made a record run westward bound of 650 knots, and a record average of 25.05 knots per hour. Her sister ship Mauretania on Feb. 15, 1909, made a record run westward bound of 671, an average of 25.55 knots per hour. Record hour run, 27 knots.

The Kaiser Wilhelm II on Aug. 24, 1908, completed 3,080 miles with an average run of 23.71 miles per hour. Her best daily run was made July 8, 1906, westward bound, of 591 knots. Best daily run westward bound of Kronprinzessin Cecilie, July 27, 1908, was 590 knots.

The warship Mississippi makes record run of 297 miles in 14 hours on May 25.

New coastwise record made by Mallory Line steamer Brazos, from Galveston, on March 10, arriving at New York in 4 days 15 hours 15 minutes; average of 19.52 knots per hour; 471 knots for a day's run.

Submarine torpedo boat Narwhal covering 300 nautical miles in 24 hours, with no stop; average of 12½ nautical miles an hour.

STEAMSHIP DISASTERS OF RECENT YEARS.

Steamship Atlantic, White Star Line, sank on Mars Head, off Halifax, in a storm; 546 lives lost; April 2, 1873.

Steamship Pomerania, sunk in midnight collision with a bark in English Channel; 47 lives lost; Nov. 25, 1878.

Steamship Oregon, Cunard Line, run into by unknown steamer, 18 miles east of L. I., sank 8 hours afterward; no lives lost; March 14, 1886.

Steamship Elbe, North German Lloyd Line, in collision with steamship Cathrie; 330 lives lost; Jan. 30, 1895.

French steamship Ville de St. Nazaire burned in a storm of Cape Hatteras; 40 lives lost; March 7, 1897.

Steamship Aden; sank off Socotra, on east coast of Africa; 78 lives lost; June, 1907.

French steamship Bourgogne rammed and sunk by steamship Cromartyshire off Sable Island; 500 lives lost; July 4, 1898.

Steamship Norge, sunk at sea; 750 lives lost; July 3, 1904.

Steamship Berlin wrecked off Holland coast; 150 lives lost; Feb. 21, 1907.

Steamship St. Paul rammed British cruiser Gladiator off Isle of Wight; many sailors drowned; April 12, 1908.

Steamship Ying King, foundered off Hong Kong; 300 Chinese drowned; July 28, 1908.

Steamship Prudentia, lost on voyage to Argentina, Aug. 9, 1908.

Norwegian steamship Folgefouden sunk; many lives lost; Aug. 23, 1908.

Steamship Archimedes lost in Baltic Sea; 10 drowned; Nov. 5, 1908

Steamship Finance sunk by steamship Georgic off Sandy Hook; 4 lives lost; Nov. 26, 1908.

Steamship San Pable sunk off Philippines; 100 drowned; Nov. 27, 1908.

Steamship Ginsei Maru wrecked off Wei-Hai-Wai and crew and passengers drowned Dec. 13, 1908.

Steamship Soo City foundered off Newfoundland; crew lost; Dec. 4, 1908.

Steamship Republic rammed off Nantucket by S.S. Florida, 8 lives lost in collision; vessel sank ; help received by wireless; Jan. 24, 1909.

DIMENSIONS OF THE PRINCIPAL DOMES.

	Diam. ft.	Height. ft.
Pantheon, Rome	142	143
Cathedral, Florence	139	310
St. Peter's, Rome	139	330
Capitol, Washington, D. C.	135½	287½
St. Sophia, Constantinople	115	201
Baths of Caracalla, (Ancient) Rome	112	116
St. Paul's, London	112	215

HEIGHT OF OFFICE BUILDINGS.

Building.	Total height from sidewalk, ft.
Bowling Green Bldg., N. Y.	224
Park Row Building, New York	386
Times Building, New York	363
Manhattan Life Bldg., N. Y.	348
Wall St. Exchange Bldg., N. Y.	341
St. Paul Building, New York	313
American Surety Bldg., N. Y.	312
Pulitzer (World) Bldg., N. Y.	309
Broad-Exchange Bldg., N. Y.	280
42 Broadway Bldg., New York	260
Whitehall Bldg., New York	257
Metropolitan Tower, New York	700¼
Singer Building, New York	612 1/12

HEIGHT OF COLUMNS, SPIRES AND TOWERS.

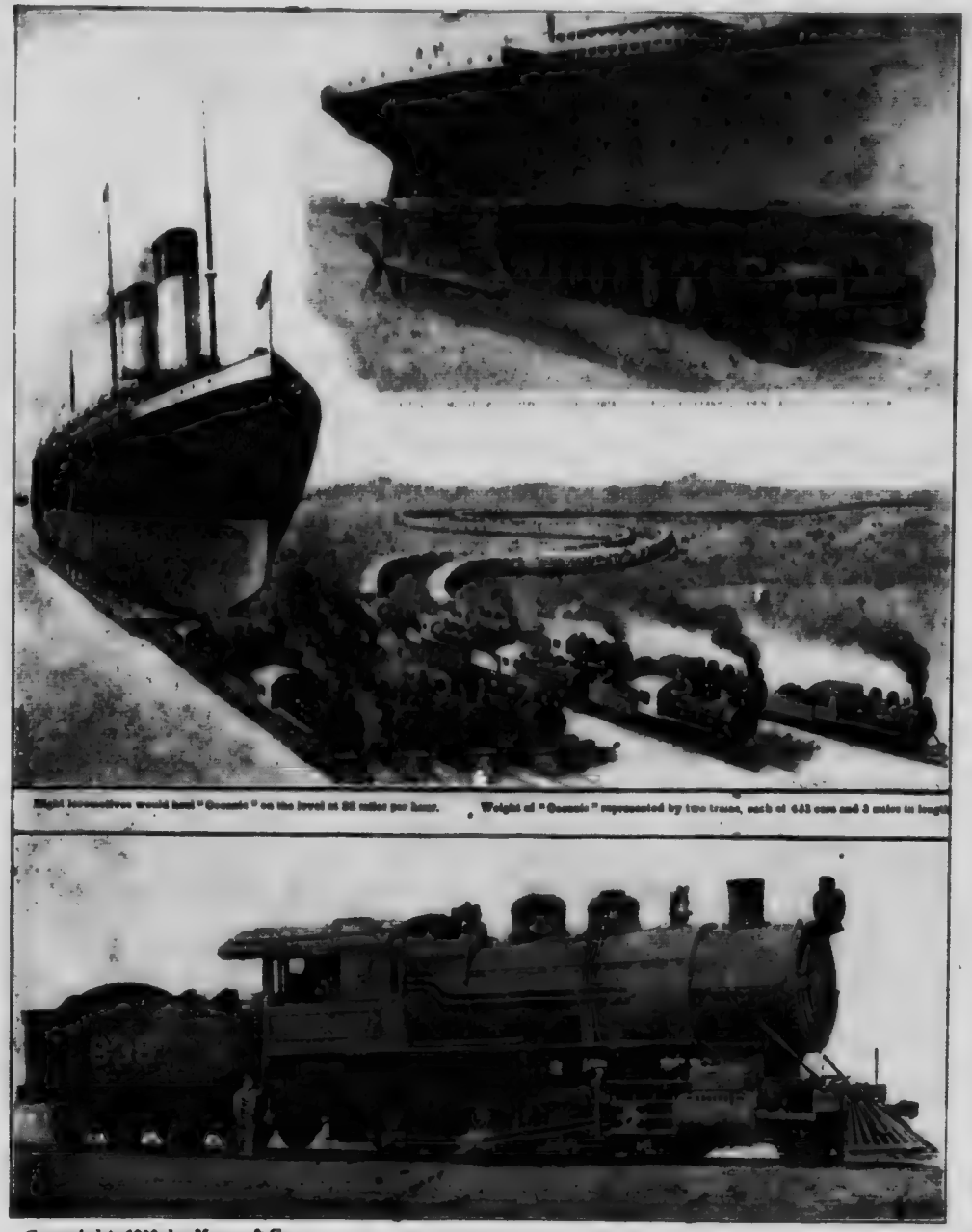
	Feet.
Eiffel Tower, Paris	1,000
Washington Monument, Washington, D.C.	555
Pyramid of Cheops	520
St. Peter's, Rome	518
Cologne Cathedral	501
Strasburg	486
Cathedral, Antwerp	476
St. Stephen's, Vienna	465
Cathedral, Salisbury	450
Milan Cathedral	360
Cathedral, Cremona	397
St. Peter's, Rome	391
Cathedral, Florence	352
St. Paul's, London	366
Hôtel des Invalides, Paris	344
Bunker Hill Monum't, Charlestown, Mass.	221
Leaning Tower of Pisa	179
Alexander Column, St. Petersburg	175

THE WEIGHT OF BELLS.

	Pounds
Kremlin, Moscow	432,000
Pekin	130,000
St. Ivan's, Moscow	127,800
Novgorod	62,000
Sacred Heart, Paris	55,116
Sens	43,000
Vienna	40,200
Olmutz, Bohemia	40,000
Rouen	40,000
Erfurt	30,800
Westminster, "Big Ben"	30,300
Houses of Parliament, London	30,000
Notre Dame, Paris	28,600
Montreal	28,500
Cologne	25,000
City Hall, N. Y.	22,500

LENGTH OF A FEW CELEBRATED BRIDGES.

Name.	Length ft.	Type.	Spanning.
Firth of Tay, Scotland	10,779	Girder.	Firth of Tay.
Forth, Scotland	8,296	Cantilever.	Firth of Forth.
East River, New York	7,200	Suspension.	East River.
Brooklyn, New York	5,989	Suspension.	East River.
Manhattan, New York	9,900	Suspension.	East River.
Blackwell's Island, New York	7,450	Cantilever.	East River.
Washington Bridge, New York	2,300	Composite.	Harlem River.
High Bridge, New York	1,460	Stone.	Harlem River.
Niagara, below Falls, New York	1,040	Suspension.	Niagara River.
Niagara	910	Cantilever.	Niagara River.
Freiburg, Germany	880	Suspension.	
Clifton, England	702	Suspension.	Avon.
Buda-Pest, Hungary	666	Suspension.	Danube.



Eight locomotives would haul "Oceanic" on the level at 30 miles per hour. Weight of "Oceanic" represented by two trains, each of 643 cars and 3 miles in length

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A COMPARISON OF MARINE ENGINE AND LOCOMOTIVE POWER.

SUPPLIES OF THE "DEUTSCHLAND."

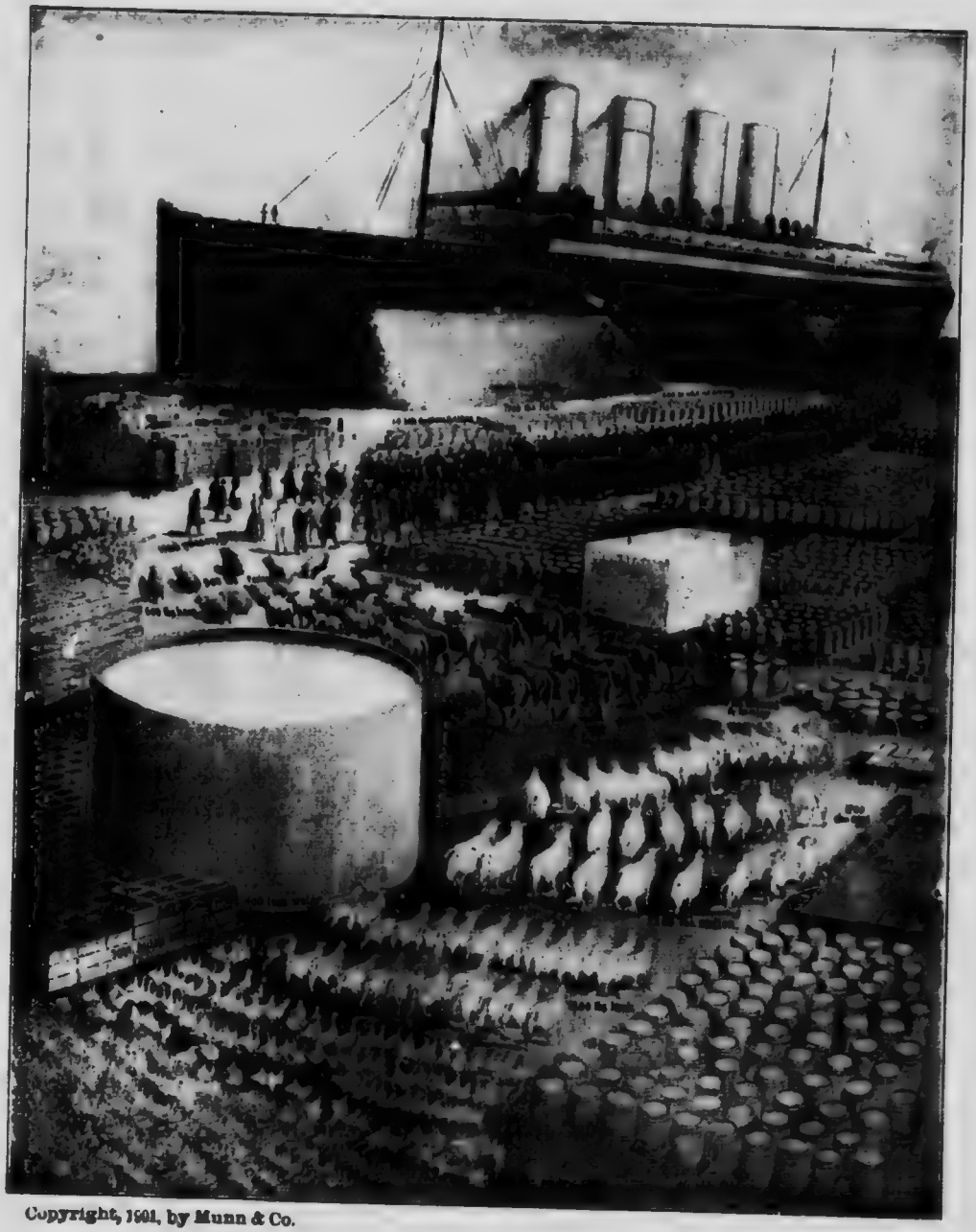
Not by any means the least impressive evidence of the huge size to which the modern transatlantic steamship has grown is to be found in the graphic representation, now presented, of the bewildering amount of provisions that have to be taken aboard for a single trip across the ocean. A mere tabulation of the various kinds of food which go to replenish the ship's larder, during the few days which she spends in port, fails to convey any adequate idea of the vast amount of stores taken aboard. Our pictorial representation is, of course, purely imaginary, particularly as regards the live stock; the beef, mutton, game, etc., being received on the ship in the dressed condition, no live stock whatever being carried. The drawing was made up from a list of the actual amount of provisions carried on a recent eastward trip on the Hamburg-American liner "Deutschland," and the number of live stock which contributed to meet the supplies for one voyage was estimated from the actual number of cattle, sheep, etc., that would be required to make up the total weights in dressed meats. With the exception of the live stock, the provisions are shown in the actual shape in which they would be taken on board.

The dimensions of the vessel are: Length, 686 feet; beam, 67 feet, and displacement, 23,000 tons; her highest average speed for the whole trip is 23.36 knots, and she has made the journey from Sandy Hook to the Lizard in five days seven hours and thirty-eight minutes. In considering the question of feeding the passengers on a vessel of this size, the thought is suggested that here are other hungry mouths within the hull of the ship besides those to be found in the dining saloons of the passengers and the messrooms of the crew; mouths that are so voracious that they require feeding not merely at the three regular meal hours of the ship, but every hour of the day and night, from the time the moorings are cast off at one port until the vessel is warped alongside at the other. We refer to the 112 furnaces in which the fuel of the sixteen boilers in the boiler-room is consumed at the rate of 572 tons per day. Now, although the voyage from New York to Hamburg lasts only six or seven days, according to the state of the weather, the bunkers of the ship are constructed to hold a sufficiently large reserve of coal to cover all contingencies, her total coal capacity being about 5,0[illegible] [illegible]ns; and at each voyage care is [illegible] to see that they are pretty we[illegible]d.

The total number of souls on board of the vessel when she has a full passenger list is 1,617, made up of 467 first cabin, 300 second cabin, 300 steerage and a crew of 550, the crew comprising officers, seamen, stewards and the engine-room force. Sixteen hundred and seventeen souls would constitute the total inhabitants of many an American community that dignifies itself with the name of "city," and it is a fact that the long procession which is shown in our illustration, wending its way through the assembled provisions on the quay, by no means represents the length of the line were the passengers and crew strung out along Broadway or any great thoroughfare of that city. If this number of people were to march four deep through Broadway, with a distance of say about a yard between ranks, they would extend for about a quarter of a mile, or say the length of five city blocks.

To feed these people for a period of six days requires, in meat alone, the equivalent of fourteen steers, ten calves, twenty-nine sheep, twenty-six lambs, and nine hogs. If the flocks of chickens, geese and game required to furnish the three tons of poultry and game that are consumed were to join in the procession aboard the vessel, they would constitute a contingent by themselves not less than 1,500 strong. The ship's larder is also stocked with 1,700 pounds of fish, 400 pounds of tongues, sweetbreads, etc., 1,700 dozen eggs and 14 barrels of oysters and clams. The 1,700 dozen eggs packed in cases would cover a considerable area, as shown in our engraving, while the 1,000 brick of ice cream would require 100 tubs to hold them. Of table butter there would be taken on board 1,300 pounds, while the 2,200 quarts of milk would require 64 cans to hold it, and the 300 quarts of cream 8 cans.

In the way of vegetables there are ship[illegible]d on board 175 barrels of potatoes, [illegible]5 barrels of assorted vegetables, 20 crates of tomatoes and table celery, 200 dozen lettuce; while the requirements of dessert alone wo[illegible]d call for 4 1-4 tons of fresh fruits. For making up into daily supply of bread, biscuits,



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SUPPLIES OF THE "DEUTSCHLAND."

cakes, pies, and the toothsome odds-and-ends of the pastry cook's art, there are taken on board at each trip 90 barrels of flour, each weighing 195 pounds, this item alone adding a weight of 8½ tons to the cooks' stores. To this also we must add 350 pounds of yeast and 600 pounds of oatmeal and hominy.

Under the head of liquids the most important item is the 400 tons of drinking water, whose bulk is adequately represented by the circular tank shown in our engraving. This is supplemented by 12,000 quarts of wine and liquors, 15,000 quarts of beer in kegs, besides 3,000 bottles of beer. Last, but not by any means least, is the supply of 40 tons of ice.

Of course, it will be understood that, as in the case of the coal, it is not to be supposed that all of this supply will be consumed on the voyage. There must be a margin, and a fairly liberal margin, of every kind of provision. Moreover, the extent to which the larder and cellar are emptied will vary according to the condition of the voyage. In tempestuous weather, where the trip is a succession of heavy gales, and the dining room tables are liable to be practically deserted for two or three days at a stretch, the consumption will be modified considerably. Stormy voyages of this character, after all, occur at infrequent intervals, and as a rule the supplies are pretty well consumed by the time the passage is over.

Now, having dealt with the general food supplies, we will deal with the food supplies of another large liner for a single trip.

PROVISIONING THE "KRONPRINZ WILHELM" FOR A SINGLE TRANSATLANTIC TRIP.

The Book of Genesis does not record the tonnage of the huge vessel which finally stranded on Mount Ararat, after finishing the most wonderful voyage ever described in the annals of mankind. But it is quite safe to assume that the dimensions of the Ark, that old-time floating storehouse, are exceeded in size by the largest of steamships now crossing the Atlantic.

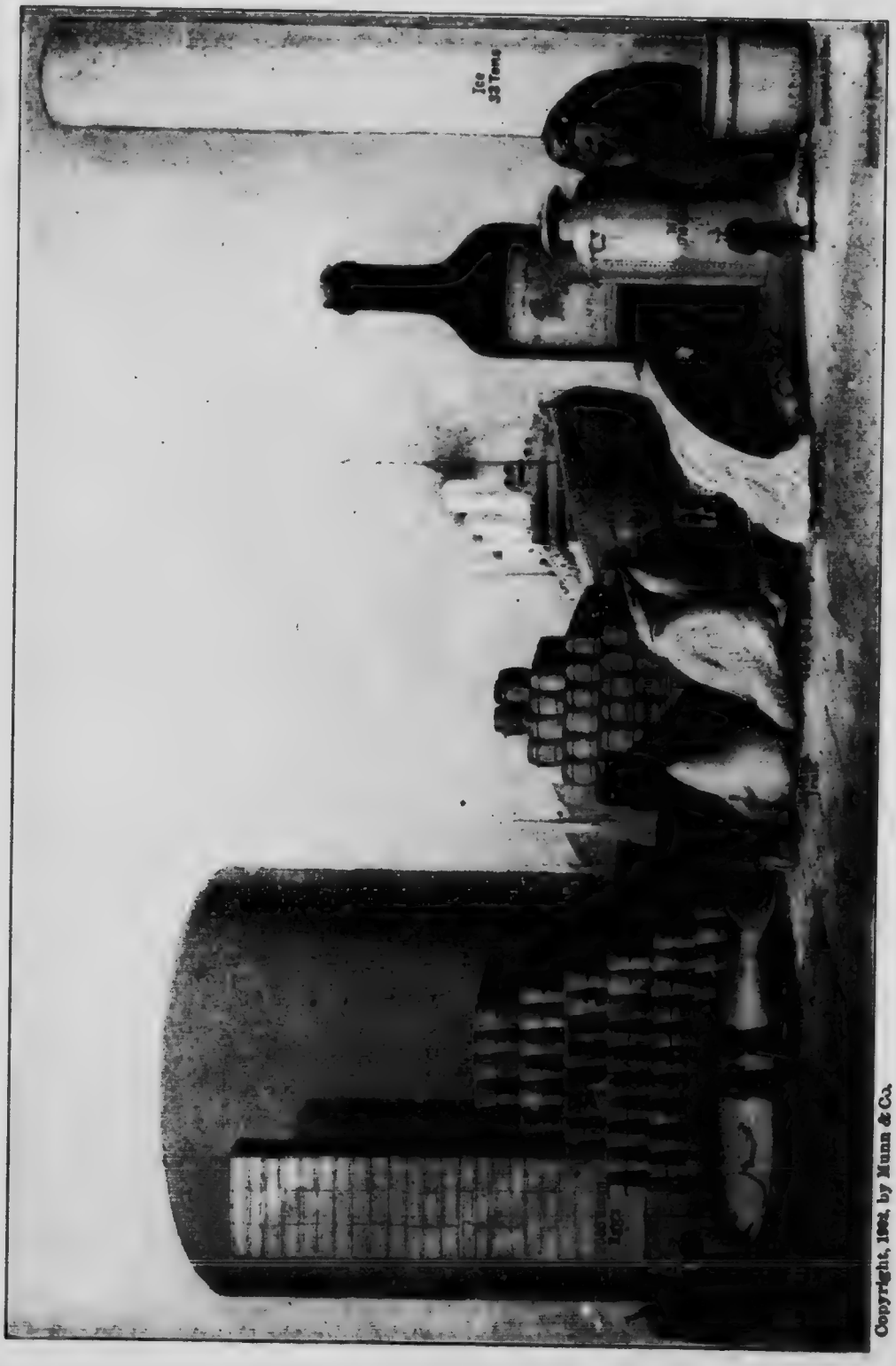
Not the least striking evidence of the size of these modern monsters of the deep is afforded by the vast quantities of food which must be taken aboard for a single six-day trip across the Atlantic. For the 1,500 passengers and the several hundred men constituting the crew, carloads of food and whole tanks of liquids are necessary. To enumerate in cold type the exact quantities of bread, meat, and vegetables consumed in a weekly trip would give but an inadequate idea of the storing capacity of a modern liner. We have, therefore, prepared a picture which graphically shows by comparison with the average man the equivalent of the meat, poultry, and breadstuffs, as well as the liquors used. Each kind of food has been concentrated into a giant unit, compared with which the figure of the average man seems puny.

On the "Kronprinz Wilhelm," of the North German Lloyd Line, which steamship we have taken for the purpose of instituting our comparisons, some 19,800 pounds of fresh meat and 14,300 pounds of salt beef and mutton, in all 34,100 pounds of meat, are eaten during a single trip from New York to Bremen. This enormous quantity of meat has been pictured in the form of a single joint of beef, which, if it actually existed, would be somewhat less than 10 feet high, 10 feet long, and 5 feet wide. If placed on one end of a scale, it would require about 227 average men in the other end to tip the beam.

For a single voyage the "Kronprinz Wilhelm" uses 2,640 pounds of ham, 1,320 pounds of bacon, and 506 pounds of sausage—in all, 4,466 pounds. Since most of this is pork, it may well be pictured in the form of a ham. That single ham is equivalent in weight to 374 average hams. It is 7¼ feet high, 3 feet in diameter and 2 feet thick.

The poultry eaten by the passengers of the steamer during a trip to Bremen or New York weighs 4,840 pounds. Suppose that we show these 4,840 pounds of poultry in the form of a turkey, dressed and ready for the oven. The bird would be a giant 10 feet long, 8 feet broad, and 5 feet high.

Sauerkraut, beans, peas, rice, and fresh vegetables are consumed to the amount of 25,320 pounds. Packed for market, these preserved and fresh vegetables would be contained in 290 baskets of the usual form, which piled up make a formidable truncated pyramid.



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A GRAPHICAL COMPARISON OF THE PROVISIONS OF A TRANSATLANTIC LINER.

A GRAPHICAL COMPARISON OF THE PROVISIONS OF A TRANSATLANTIC LINER.

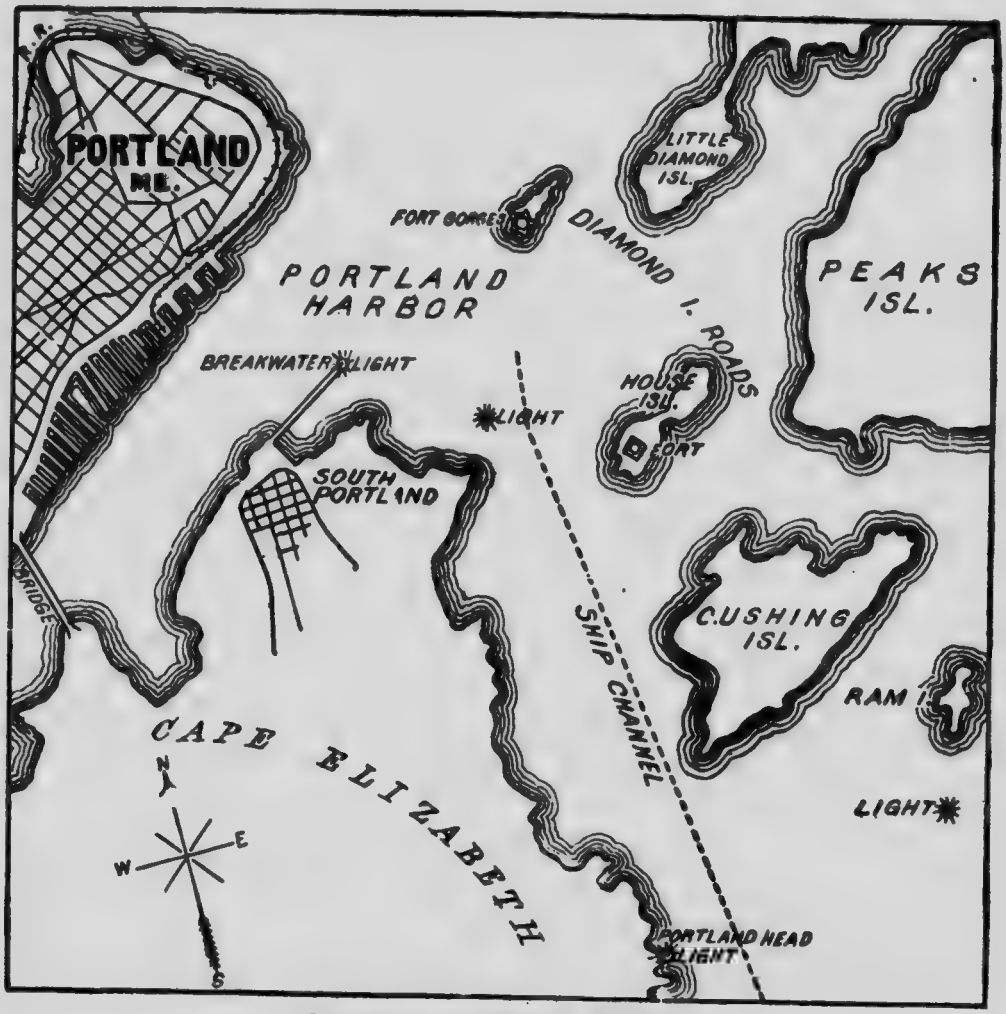
DEPARTURES OF PASSENGERS FROM THE SEAPORTS OF THE UNITED STATES FOR FOREIGN COUNTRIES, ETC., 1868 TO 1908:

DISTINGUISHING SEX, CHILDREN OR ADULTS, AND PORTION OF SHIP OCCUPIED

[These statistics previous to July 1, 1907, procured by the Bureau of Statistics, and subsequently by the Bureau of Immigration and Naturalization, through the courtesy of owners and agents of vessels, and not by law. There are no data for 1896 and 1897.]

Year Ended June 30—	Cabin Passengers							Passengers Other Than Cabin							Total Passengers departed
	Adults			Children			Total	Adults			Children			Total	
	Male	Female	Total	Male	Female	Total		Male	Female	Total	Male	Female	Total		
1868	19,087	9,206	28,293	2,368	1,856	4,224	32,517	22,197	8,526	30,723	1,777	1,405	3,182	33,905	66,422
1869	(a)	(a)	(a)	(a)	(a)	(a)	33,598	(a)	(a)	(a)	(a)	(a)	(a)	36,971	70,569
1870	21,130	8,501	29,631	2,393	1,536	3,929	33,560	31,905	8,735	40,640	2,452	1,388	3,840	44,480	78,040
1871	22,414	10,058	32,472	2,529	2,146	4,675	37,147	29,896	11,104	41,000	2,755	1,993	4,748	45,748	82,895
1872	23,376	11,032	34,408	3,047	2,493	5,540	39,948	27,227	9,677	36,904	4,013	2,455	6,468	43,372	83,320
1873	31,404	16,037	47,441	2,462	2,238	4,700	52,141	42,060	15,146	57,206	2,349	2,117	4,466	61,672	113,813
1874	30,543	13,315	43,858	3,059	2,216	5,275	49,133	53,160	19,640	72,800	5,473	4,251	9,724	82,524	131,657
1875	30,888	13,769	44,657	2,750	2,290	5,040	49,697	67,581	25,956	93,537	7,303	5,536	12,839	106,376	156,073
1876	29,979	12,499	42,478	2,247	1,725	3,972	46,450	53,297	20,090	73,387	5,235	4,087	9,322	82,709	129,159
1877	33,879	13,916	47,795	2,764	2,034	4,798	52,593	49,659	17,536	67,195	4,985	3,683	8,668	75,863	128,456
1878	35,228	14,371	49,599	3,188	2,390	5,578	55,177	40,813	13,547	54,360	3,835	2,805	6,640	61,000	116,177
1879	33,257	13,284	46,541	2,737	2,162	4,899	51,440	33,947	10,528	44,475	3,597	2,576	6,173	50,648	102,088
1880	34,612	14,483	49,095	3,430	2,309	5,739	54,834	28,805	8,337	37,142	2,334	1,753	4,087	41,229	96,063
1881	34,417	15,819	50,236	3,149	2,643	5,792	56,028	33,860	10,063	43,923	2,390	1,761	4,151	48,074	104,102
1882	42,455	18,318	60,773	4,882	3,201	8,083	68,856	45,458	11,808	57,266	3,684	1,993	5,677	62,943	131,799
1883	47,688	21,583	69,271	5,084	3,891	8,975	78,246	53,662	15,998	69,660	5,126	3,172	8,298	77,958	156,204
1884	53,620	22,699	76,319	4,879	3,525	8,404	84,723	68,882	21,063	89,945	6,988	4,109	11 097	101,042	185,765
1885	56,314	22,941	79,255	4,792	3,801	8,593	87,848	103,962	33,574	137,536	9,188	6,742	15,930	153,466	241,314
1886	58,888	21,675	80,563	4,625	3,490	8,115	88,678	78,468	23,682	102,150	6,735	3,730	10,465	112,615	201,293
1887	57,652	24,912	82,564	4,757	4,130	8,887	91,451	67,146	24,914	92,060	5,677	4,709	10,386	102,446	193,897
1888	62,036	26,807	88,843	5,045	3,090	8,135	96,978	77,755	26,788	104,543	6,221	3,470	9,691	114,234	211,212
1889	63,437	27,628	91,065	4,945	3,892	8,837	99,902	95,723	31,016	126,739	7,479	5,437	12,916	139,655	239,557
1890	66,130	30,359	96,489	5,297	4,099	9,396	105,885	83,110	32,914	116,024	8,698	7,532	16,230	132,254	238,139
1891	65,056	32,692	97,748	5,604	3,756	9,360	107,108	89,034	35,092	124,126	9,268	6,004	15,272	139,398	246,506
1892	61,763	33,966	95,729	5,717	3,706	9,423	105,152	96,834	38,602	135,436	9,999	5,969	15,968	151,404	256,556
1893	57,904	27,995	85,899	5,503	3,727	9,230	95,129	88,315	33,384	121,699	8,352	5,444	13,796	135,495	230,664
1894	70,864	38,611	109,475	7,622	4,834	12,456	121,931	112,941	52,794	165,735	15,798	9,307	25,105	190,840	312,771
1895	64,887	38,366	103,253	5,828	3,812	9,640	112,893	123,845	64,951	188,796	17,257	10,612	27,869	216,665	329,558
1898	54,533	31,130	85,663	5,111	3,780	8,891	94,554	78,621	36,446	115,067	10,001	5,789	15,790	130,857	225,411
1899	76,106	41,099	117,205	6,418	4,624	11,042	128,247	78,061	34,417	112,478	8,836	6,447	15,283	127,761	256,008
1900	87,041	51,096	138,137	10,315	7,433	17,758	155,895	78,230	36,268	114,498	13,906	9,095	23,001	137,499	293,404
1901	84,853	49,739	134,592	7,646	6,326	13,972	148,564	96,797	42,353	139,150	10,968	8,042	19,010	158,160	306,724
1902	91,308	53,770	145,078	7,757	5,277	13,034	158,112	99,966	48,359	148,325	12,067	8,256	20,323	168,648	326,760
1903	99,432	57,293	156,725	6,965	4,994	11,959	168,684	132,894	51,206	184,100	13,395	9,082	22,477	206,577	375,261
1904	109,469	60,797	170,266	8,235	6,112	14,347	184,613	209,191	83,065	292,256	18,249	13,086	31,335	323,591	508,204
1905	119,287	67,146	186,433	8,544	6,231	14,775	201,208	210,270	87,234	297,504	22,104	15,335	37,439	334,943	536,151
1906	125,340	74,471	199,811	8,798	6,060	14,858	214,669	179,869	74,464	254,333	16,591	11,144	27,735	282,068	496,737
1907	130,276	73,273	203,549	13,008	8,336	21,344	224,893	214,997	88,085	303,082	25,704	16,203	41,907	344,989	569,882
1908	136,981	78,130	215,111	13,489	8,181	21,670	236,781	378,246	168,478	546,724	63,751	27,430	91,181	637,905	874,686

(a) Not separately stated.



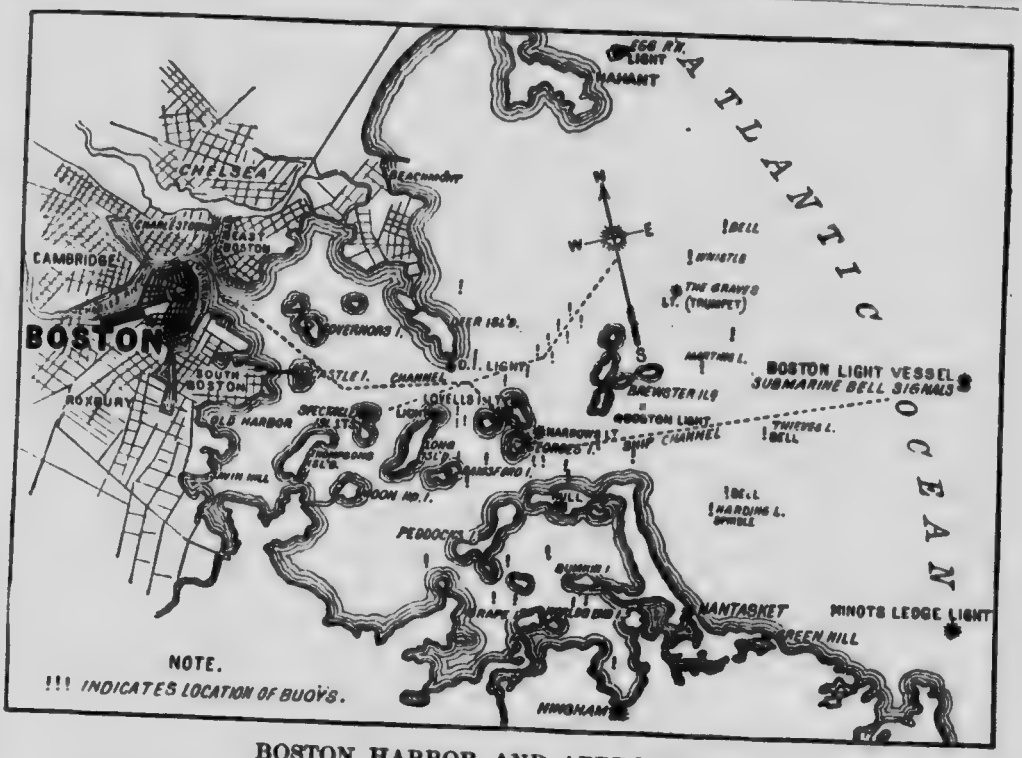
PORTLAND HARBOR, MAINE.

THE FRENCH REPUBLICAN CALENDAR

THIS, although reckoned from the 22nd September, 1792, was not introduced until the 22nd November, 1793. It remained in use only till the 31st December, 1805. The Gregorian Calendar was restored January 1st, 1806 (Nivôse 10, Year XIV.). The months varied in different years, thus Nivôse 1 commenced December 21st in 1793, December 22nd in 1795, December 21st in 1796, December 22nd in 1799, December 23rd in 1803, and December 22nd in 1804 and 1805. The following are the dates for the year 1804, the last complete year of the Calendar:—

Vendémiaire	(*Vintage*),	23 Sept. to Oct. 22	Germinal	(*Budding*),	22 Mar. to Apr. 21
Brumaire	(*Foggy*),	23 Oct. to Nov. 22	Floréal	(*Flowery*),	21 April to May 20
Frimaire	(*Sleety*),	22 Nov. to Dec. 21	Prairial	(*Pasture*),	21 May to June 20
Nivôse	(*Snowy*),	22 Dec. to Jan. 21	Messidor	(*Harvest*),	20 June to July 19
Pluviôse	(*Rainy*),	21 Jan. to Feb. 20	Thermidor	(*Hot*),	20 July to Aug. 19
Ventôse	(*Windy*),	20 Feb. to Mar. 21	Fructidor	(*Fruit*),	19 Aug. to Sept. 18

The months were divided into three decades of ten days each, but to make up the 365, five were added at the end of September; (*Primidi*), dedicated to Virtue; (*Duodi*) to Genius; (*Tridi*) to Labor; (*Quartidi*) to Opinion; and the 5th (*Quintidi*) to Rewards. To Leap Year, called *Olympic*, a sixth day, the 22nd or 23rd September (*Sextidi*), "Jour de la Revolution," was added. This variation of dates has led to considerable confusion, but those who may wish to trace the fourteen years will find some very elaborate tables in the English edition of Bourrienne's "Life of Napoleon": Bentley.—WHITAKER'S ALMANACK.



BOSTON HARBOR AND APPROACHES.

AROUND THE WORLD IN THIRTY-EIGHT DAYS!

When Jules Verne wrote his fascinating story, "Around the World in 80 Days" he probably did not realize that within a comparatively short period this trip could be made in much abbreviated time. In fact Phineas Fogg could now make the complete circuit of the earth in 38 days. The International Sleeping Car Company has worked out the proposition for the editor as follows: Leave New York by the Twentieth Century Limited for Chicago, then via St. Paul to Vancouver, so as to make an exact connection with the Canadian Pacific express steamer across the Pacific; from Yokohama go to Tsuruga, from there to Vladivostok. The Trans-Siberian is then taken to Moscow, London is then reached, and either the "Lusitania" or the "Mauretania" should be caught in order to make the trip in 38 days. The trip will then be as follows: New York to Vancouver, 4½ days; Vancouver to Yokohama, 18 days; Yokohama to Vladivostok, including necessary layovers, 2½ days; Vladivostok, one day; Vladivostok to Moscow, 10 days; Moscow to London, 2 days; London to New York, 5 days; total 38 days.

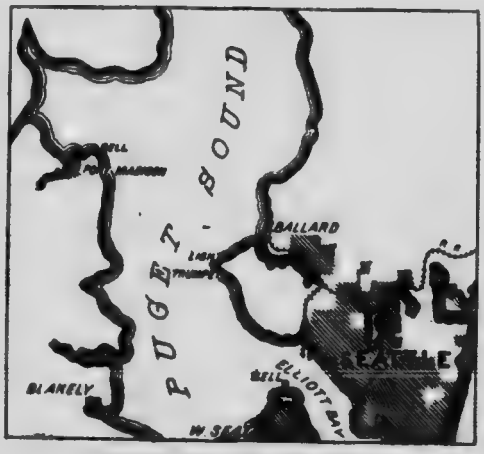
TOTAL PASSENGERS (INCLUDING IMMIGRANTS) ARRIVED IN NEW YORK, N. Y.

1884	425,262
1885	361,711
1886	332,049
1887	446,937
1888	491,027
1889	414,878
1890	450,394
1891	533,164
1892	581,175
1893	513,791
1894	335,752
1895	319,687
1896*	
1897*	
1898	270,278
1899	334,469
1900	458,994
1901	538,908
1902	626,185
1903	761,500
1904	741,202
1905	939,504
1906	1,068,847
1907	1,263,042
1908	843,597

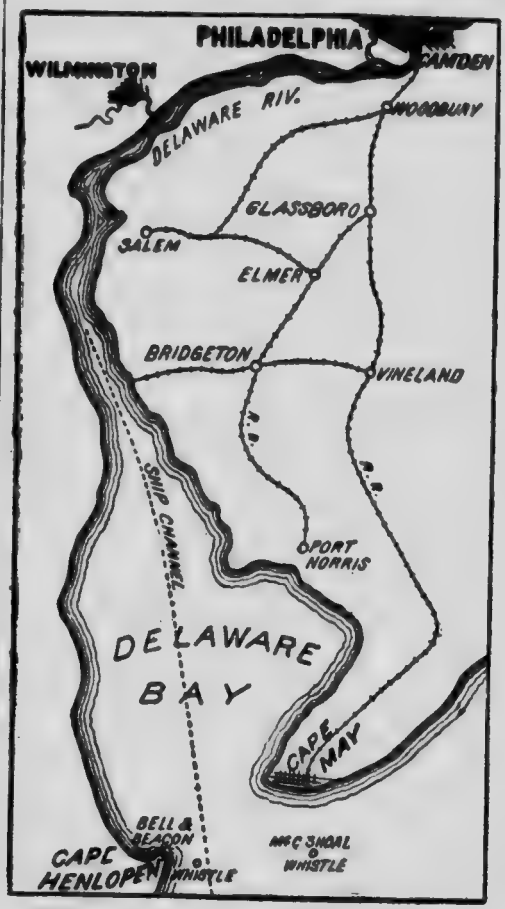
*No data as to United States citizens and non-immigrant aliens returning.

BALTIMORE AND CHESAPEAKE BAY.

Restaurant dining on the ocean is on the increase and dinner parties are an established feature.



APPROACH TO SEATTLE.



PHILADELPHIA'S PATH TO THE SEA.

THE FUNNEL MARKS OF TRANSATLANTIC LINES

Our frontispiece gives an idea of the funnel marks, also the house flags of the principal transatlantic lines. The following recapitulation, however, may prove of interest

Lines	Funnel Marks
American	Black, white band, black top.
Anchor	Black
Atlantic Transport	Red, with black top.
Cunard	Red, with black rings and black top.
French	Red, with black top.
Hamburg-American	Express service, buff; regular, black.
Netherlands-Amer.	Cream, white band, with green borders.
Nor. Ger. Lloyd	Ochre.
Red Star	Black, white band, black top.
Scandinavian-Am'r	Black, red, black.
White Star	Buff, with black top.

THE HARBOR OF SAN FRANCISCO

CABLES OWNED BY NATIONS.

Austria	48	224	Bahama Islands	1	213
Belgium	3	77	British America	2	399
Denmark	98	306	British India	8	1,993
France	87	11,178	Portuguese Possessions in Africa	2	26
Germany	88	3,167	Japan	127	4,364
Great Britain and Ireland	191	2,304	Macao	1	2
Greece	46	54	Nouvelle Calédonie	1	1
Holland	36	243	Netherlands Indies	15	2,855
Italy	41	1,073	Senegal, Africa	1	3
Norway	626	970	Siam	3	13
Portugal	4	115	Indo-Chine Française	3	1,479
Russia	25	314	*Pacific Cable Board* (cables in the Pacific between British America and Australia)	5	7,837
Russia in Asia	3	171	Philippine Islands	33	1,313
Spain	16	1,903	United States (Alaska)	12	2,348
Sweden	16	209			
Switzerland	3	16			
Turkey	23	352			
Argentine Republic and Brasil	41	105	Total	1,655	46,066
Australia and New Zealand	46	439			

THE SUBMARINE CABLES OF THE WORLD.*

(From report issued by the Bureau International de l'Union Télégraphique.)

The following table sets forth the entire system of submarine cables of the world, including those along the shores and in the bays, gulfs and estuaries of rivers, but excepting those in lakes and the interior watercourses of continents. The list includes all cables operated by private companies, and in addition thereto under the name of each nation is given the list of cables operated by the government of that nation.

Companies.	Number of Cables.	Length of Cables in Nautical Miles.
Anglo-American Telegraph Co.	14	9,554
Transatlantic System—Valentia (Ireland) to Heart's Content (Newfoundland).		
Commercial Cable Co.	12	15,450
Transatlantic System—Waterville (Ireland) to Canso (Nova Scotia).		
Canso, N. S., to New York.		
Canso, N. S., to Rockport, Mass.		
Commercial Pacific Cable Co.	6	10,004
San Francisco to Manila.		
Manila to Shanghai.		
De l'ils de Peel (Bonins) à Guam.		
Commercial Cable Co. of Cuba	1	1,285
Coney Island (New York) to Havana (Cuba).		
Direct United States Cable Co.	2	3,095
Ballinskellig's Bay (Ireland) to Halifax (Nova Scotia).		
Halifax, N. S., to Rye Beach, N. H.		
Western Union Telegraph Co.	13	7,478
Transatlantic System—Sennen Cove, near Penzance, England, to Dover Bay, near Canso, N. S.		
Dover Bay, N. S. to New York		Wn
Gulf of Mexico System.		
Compagnie Francaise des Cables Telegraphiques	32	12,102
Brest (France) to Cape Cod, Mass.		
Brest (France) to St. Pierre-Miq.		
St. Pierre to Cape Cod, Mass.		
Cape Cod, Mass., to New York		
African Direct Telegraph Co.	10	3,012
Black Sea Telegraph Co.	1	337
Western Telegraph Co.	28	18,759
Carcavellos, near Lisbon (Portugal), to Madeira, to St. Vincent (Cape Verde Isl.), to Pernambuco, Rio de Janeiro, Santos, Montevideo, Horta (Azores), to St. Vincent (Cape Verde Isl.).		
Central and South American Telegraph Co.	20	7,500
Compania Telegrafico-Telefonica del Plata	1	28
Direct West India Cable Co.	2	1,265
Bermuda-Turk's Island, and Turk's Island-Jamaica.		
Cuba Submarine Telegraph Co.	10	1,143
Direct Spanish Telegraph Co.	4	727
Eastern and South African Telegraph Co.	19	10,541
Eastern Extension and Australasia and China Telegraph Co.	36	23,532
Eastern Telegraph Co.	98	40,911
Anglo-Spanish-Portuguese System.		
System West of Malta.		
Italo-Greek System.		
Austro-Greek System.		
Greek System.		
Turko-Greek System.		
Turkish System.		
Egypto-European System.		
Egyptian System.		
Egypto-Indian System.		
Cape Town to St. Helena.		
St. Helena to Ascension Isl.		
Ascension Isl. to St. Vincent.		
Natal-Australia System.		
Europe and Azores Telegraph Co	2	1,053
Compagnie Allemande des Cables Transatlantiques	5	9,553
Borkum Island to Azores, to Coney Island, N. Y.		
Borkum Island to Vigo, Spain		
Grande Compagnie des Télégraphes du Nord	33	9,274
Cables in Europe and Asia.		
Deutsch-Niederlandische Telegraphengesellschaft	3	3,416
Menado (Celebes) — Japan (Caroline); Guam (Marianne); Shanghai.		
Osteuropaische Telegraphengesells	1	185
Kilios (Constantinople)—Constantza (Roumanie).		
Halifax and Bermuda Cable Co.	1	849
Indo-European Telegraph Co.	3	23
India Rubber, Gutta Percha, and Telegraph Works Co	3	145
Mexican Telegraph Co.	3	1,528
River Plate Telegraph Co.	2	118
South American Cable Co.	2	1,967
United States and Hayti Telegraph and Cable Co.	1	1,391
West African Telegraph Co.	6	1,471
West Coast of America Telegraph Co.	7	1,979
West India & Panama Telegraph Co.	22	4,663
Grand total	403	204,338

* From the "World Almanac" for 1910. Copyright. Reprinted by permission.

RAILROADS OF THE WORLD.

	Miles.
United States	217,328
Great Britain	97,900
Russia	35,336
Germany	31,943
France	27,285
India	25,515
Austro-Hungary	23,432
Canada	18,397
Australia	14,925
Argentina	10,479
Italy	9,881
Mexico	9,660
Brazil	9,248
Spain	8,447
Sweden	7,242
South Africa	5,504
Siberia	4,965
Japan	4,093
Belgium	4,047
Algiers and Tunis	3,060
Egypt	2,903
Chili	2,896
Switzerland	2,443
New Zealand	2,374
Holland	2,035
Roumania	1,982
Turkey (and Bulgaria, &c.)	1,963
Denmark	1,917
Portugal	1,402
Dutch Indies	1,392
Norway	1,313
China	772
Greece	667
Servia	361
Total mileage of the world (including other small countries)	510,470

This is "route mileage." "Track mileage" (including double lines and sidings) is considerably more.

LONG RAILWAY TUNNELS.

	Mls.	Yds.
Simplon, Switzerland-Italy	12	458
St. Gothard, Switzerland	9	564
Mont Cenis, Italy-France	7	1730
Arlberg, Austria	6	404
Hoosac, U. S. A.	4	1320
Severn, Great Western	4	624
Totley, Midland	3	950
Standedge, North Western	3	62
Woodhead, Great Central	3	17
Box, near Bath, Great Western (old)	1	1320

POPULATION OF THE WORLD.

The annual death rate per 1000 population also decreases, especially among children. In England and Wales it is 12.8 (mean average previous years 16.8).

In London	11.9
Paris	17.3
St. Petersburg	28.6
Berlin	17.2
Vienna	20.9
Bombay	78.9
Trieste	31.2
Antwerp	13.6
In New York	18.6
76 largest towns in United Kingdom	13.3
141 smaller towns in United Kingdom	13.6
Remainder of country	14.5

DENSITY OF POPULATION.

Egypt proper is the most densely populated country, having 750.5 per square mile. Belgium comes next with 588, then Holland. The United Kingdom has 341.6, Japan 296.4, after which come the other European Countries down to Russia with 51 and Sweden with 29. The United States has only 21.4, and the South American Republics all less. Australia contains only 1.38 persons per square mile. In England there is an average of just about 1 person per acre.

Lord Rayleigh has recently made some interesting experiments to determine the colors of the sea and sky. Other experimenters, such as Davy, Bunsen, and Spring, were all satisfied that the color of water was blue, but Lord Rayleigh's experiments have supplied only limited confirmation of that view. What appears to be the intrinsic color of the sea he finds is often due to the color of the sky or is affected by the color of the bottom. With carefully distilled water he got the same blue color of water as the water from Capri and Suez, while that from Seven Stones Lightship, off the Cornish coast, gave a full green.

RAILWAY SPEED IN ENGLAND.

The Fastest Running, without stoppage, is made by the Companies as under:—

Company.	Train.	From	To	Time.	Distance.	Average Speed.
				H. M.	Miles.	
North Eastern	1. 8	Darlington	York	0 43	44¼	61.7
Caledonian	10. 5	Forfar	Perth	0 32	32½	60.9
Great Western	10.15	Paddington	Bristol, *via* Bath	2 0	118¼	59.1
Great Northern	4.26	Grantham	Doncaster	0 52	50½	58.2
Great Central	6.20	Marylebone	Leicester	1 52	107½	57.6
London and South Western	3.25	Andover	Vauxhall	1 8	65	57.4
London and North Western	8.52	Willesden	Birmingham	1 53	107¼	57.0
Midland	6. 3	St. Pancras	Nottingham	2 12	123½	56.1
Lancashire and Yorkshire	11.40	Liverpool	Manchester	0 40	36½	54.8
South Eastern and Chatham	4.53	Tonbridge	Ashford	0 30	26½	53.0
Great Southern and Western	5.26	Ballybrophy	Mallow	1 28	77¾	53.0
Glasgow and South Western	2. 6	Kilmarnock	Carlisle	1 46	91½	51.8
London, Brighton & South Coast	5. 0	Victoria	Brighton	1 0	51	52.0
Great Eastern	9.50	Liverpool St.	Trowse	2 17	114	49.9
North British	2. 0	Edinburgh	Berwick	1 10	57½	49.2
Highland	11. 5	Blair-Atholl	Perth	0 51	35¼	41.4

The Longest Runs without Stoppage are made by the Companies as under:—

Company	Train.	From	To	Time.	Distance	Average Speed.
				H. M.	Miles.	
Great Western	10.30	Paddington	Plymouth, *via* Westbury	4 7	225¾	54.8
London and North Western	11.15	Euston	Rhyl	3 57	209¼	53.0
Midland	11.50	St. Pancras	Shipley	4 5	206	50.4
Great Northern	2.21	Wakefield	King's Cross	3 9	175¾	55.8
Great Central	3.15	Marylebone	Sheffield, *via* Aylesbury	2 57	165	55.9
Caledonian	2.17	Carlisle	Perth	3 0	150¾	50.2
Great Eastern	1.30	Liverpool St.	N. Walsham	2 38	131	49.7
North Eastern	11.17	Newcastle	Edinburgh	2 18	124¼	54.1
London and South Western	4.10	Waterloo	Bourn'mo'thC.	2 6	108	51.4
North British	9.30	Edinburgh	Carlisle	2 11	98¼	45.1
Glasgow and South Western	2. 4	Kilmarnock	Carlisle	1 46	91½	51.5
London, Brighton & South Coast	11.35	Clapham J'ct.	Fratton	1 52	81¾	45.0
South Eastern & Chatham	9. 5	Cannon Street	Dover Pier	1 38	76½	46.2
Lancashire and Yorkshire	10.52	Huddersfield	Poulton	1 42	66	38.8

PANAMA, SUEZ, AND CAPE OF GOOD HOPE ROUTES.

The following table gives the distance from New York to ports named by the routes specified:

From	Via Panama.	Via Suez.	Via Cape of Good Hope.
New York to—			
Tientsin	10,908	12,914	15,063
Shanghai	10,828	12,187	14,446
Tokyo	9,692	13,019	15,178
Manila	11,412	11,435	13,555
Melbourne	9,911	12,737	12,206

There are 47 steamships engaged in cable-laying and repairing.

TURBINE ENGINES.

At the end of September, 1909, there were 75 merchant steamers and yachts fitted with turbine engines, representing a gross tonnage of about 292,000 tons, and 50 per cent. of the merchant vessels are capable of a speed of 20 knots and upward, the largest being as follows:

	Tonnage.	Flag.
Mauretania	31,938	British
Lusitania	31,550	"
Carmania	19,524	"
Chiyo Maru	13,426	Japanese
Tenyo Maru	13,454	"
Heliopolis	10,897	British
Cairo	10,864	"

AREA, POPULATION AND COMMERCE OF THE PRINCIPAL COUNTRIES OF THE WORLD

Country.	Area.	Population in 1907 or on latest available date.	Population per square mile.	Foreign Commerce. Year.	Imports of merchandise.	Imports from United States.	Per cent imports from United States.	Exports of merchandise.	Exports to United States.	Per cent exports to United States.
	Sq. miles.				*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	
Argentina	1,063,553	5,975,000	5.51	1907	275,856,000	37,483,000	13.6	285,837,000	10,558,000	3.7
Australasia: Commonwealth of Australia[1,1a,1b]	2,974,580	4,158,000	1.40	1907	252,129,000	28,562,000	11.3	339,762,000	11,624,000	3.4
Australasia: New Zealand[1,1b]	104,751	901,000	8.60	1906	74,026,000	6,841,000	9.2	86,820,000	3,116,000	3.6
Austria-Hungary[2,3]	261,214	49,965,000	191.28	1907	507,901,000	48,492,000	9.5	496,829,000	13,642,000	2.7
Austria (including Bosnia-Herzegovina)	[3a] 135,606	[3a] 29,496,000	217.51	.....	.....	.....	.....	.....	.....	.....
Hungary	[3a] 125,608	[3a] 20,469,000	162.96	.....	.....	.....	.....	.....	.....	.....
Belgium[2,3]	11,373	7,318,000	643.45	1907	707,449,000	61,432,000	8.7	545,306,000	15,511,000	2.8
Bolivia	568,000	1,954,000	3.44	1905	8,931,000	754,000	8.4	12,985,000	27,000	.2
Brazil[3b]	3,301,000	17,400,000	5.27	1907	196,694,000	25,105,000	12.8	262,939,000	84,605,000	32.2
Bulgaria[3,3c]	37,199	4,036,000	108.49	1907	24,055,000	175,000	.7	24,240,000	244,000	1.0
Canada[2,3]	3,745,574	6,941,000	1.85	[4]1907-8	361,880,000	204,651,000	56.2	227,388,000	71,800,000	31.6
Central America: Costa Rica	18,691	351,000	18.79	1907	7,038,000	3,165,000	45.0	9,103,000	5,282,000	58.0
Central America: Guatemala	43,641	1,883,000	43.15	1907	7,317,000	4,244,000	58.0	10,174,000	2,311,000	22.7
Central America: Honduras	44,274	500,000	11.30	1907	2,332,000	1,562,000	67.0	2,012,000	1,808,000	89.9
Central America: Nicaragua	49,552	460,000	9.28	1906	3,409,000	1,915,000	56.2	4,231,000	2,492,000	58.9
Central America: Panama[6]	33,767	400,000	11.85	1907	9,564,000	5,197,000	54.3	1,961,000	1,681,000	85.7
Central America: Salvador	8,170	1,116,000	136.62	1906	4,164,000	1,322,000	31.7	6,527,000	1,216,000	18.6
Chile[2,3]	293,050	3,250,000	11.09	1907	105,451,000	11,360,000	10.8	101,264,000	9,087,000	9.0
China[1b,2]	4,300,722	329,130,000	76.76	1907	342,399,000	29,449,000	8.6	210,976,000	21,225,000	10.1
Colombia	465,714	4,142,000	8.89	1907	12,089,000	[5]3,169,000	8.2	13,791,000	[5]6,406,000	46.8
Cuba[7,8]	44,164	2,049,000	46.40	1907	104,461,000	51,309,000	49.1	104,009,000	90,775,000	87.2
Denmark[2,6] (including Faroe Islands)	15,592	2,645,000	169.64	1906	194,468,000	34,468,000	17.7	149,948,000	6,846,000	4.6
Ecuador	115,676	1,272,000	11.00	1907	9,587,000	2,286,000	23.8	11,148,000	2,927,000	26.3
Egypt[1b,9]	383,799	11,272,000	29.37	1907	129,115,000	2,831,000	2.2	138,469,000	10,389,000	7.5
France[2,3]	207,054	39,300,000	189.71	1907	1,201,031,000	129,910,000	10.8	1,080,049,000	76,490,000	7.1
Algeria[2,3]	343,629	5,232,000	15.23	1907	86,506,000	1,008,000	1.2	65,328,000	484,000	.7
Tunis	64,633	1,830,000	28.31	1907	19,852,000	No data.	.....	19,949,000	No data.	.....
French Indo-China[2,3]	256,255	15,859,000	61.89	1906	34,196,000	315,000	.9	28,447,000	32,000	.1
French colonies, not elsewhere specified[1b,2]	3,575,750	16,990,000	4.75	1906	45,212,000	2,618,000	5.8	40,472,000	314,000	.8
Germany[2,3]	208,830	62,557,000	299.56	1907	2,081,705,000	313,986,000	15.1	1,629,163,000	155,230,000	9.5
German colonies[2,3]	1,0[illegible],516	12,289,000	12.26	1906	19,619,000	333,000	1.7	9,796,000	55,000	.6
Greece[2,3]	25,014	2,632,000	105.22	1906	27,915,000	779,000	2.8	23,841,000	1,694,000	7.1
Haiti	11,071	1,500,000	135.49	1905	3,871,000	2,747,000	71.0	5,000,000	1,171,000	23.4
India, British[1b,10]	1,766,517	294,317,000	166.61	[4]1907-8	442,847,000	10,503,000	2.4	562,520,000	43,858,000	7.8
Italy[2,3]	110,646	33,910,000	306.47	1907	555,969,000	75,849,000	13.6	376,132,000	45,471,000	12.1
Eritrea (Massoua)	50,180	280,000	5.58	1906	1,949,000	No data.	.....	414,000	No data.	.....

AREA, POPULATION AND COMMERCE OF THE PRINCIPAL COUNTRIES OF THE WORLD—*Continued*

Japan [2,8] (including Pescadores but excluding Formosa and Sakhalin)	146.513	49,319,000	336.62	1908	217,256,000	38,663,000	17.8	188,386,000	60,754,000	32.3
Formosa [2,10a]	13 841	3,179,000	229.68	1907	15,424,000	635,000	4.1	13,633,000	2,037,000	14.9
Kongo Free State	919,000	15,500,000	16.85	1906	4,145,000	11,000	.3	11,248,000	No data.	
Korea [2,10b]	84,420	9,782,000	115.87	1907	20,365,000	1,453,000	7.1	8,207,000	472	
Mexico [1,10c,10d]	767,005	13,607,000	17.74	1907-8	110,325,000	58,383,000	52.9	120,884,000	84,722,000	70.1
Netherlands [2,3]	12,741	5,747,000	451.06	1907	1,069,001,000	116,833,000	10.9	883,960,000	34,813,000	3.9
Dutch East Indies [2,8,10e]	739,545	38,938,000	52.65	1906	88,150,000	1,381,000	1.6	130,062,000	7,540,000	5.8
Dutch possessions in America	50,282	135,000	2.68	1906	3,789,000	1,320,000	34.8	2,375,000	1,031,000	44.3
Norway [2,10f]	124,130	2,330,000	18.77	1907	103,370,000	3,896,000	3.8	58,952,000	1,882,000	3.2
Paraguay	97,722	631,000	6.46	1906	6,267,000	171,000	2.7	2,095,000	7,000	.3
Persia [2]	628,000	9,000,000	14.33	[10g] 1906-7	37,951,000	50,000	.1	29,976,000	280,000	.9
Peru	683,322	4,560,000	6.67	1907	26,838,000	5,700,000	21.5	27,971,000	6,418,000	22.9
Portugal [2,3] (including Madeira and Azores)	36,038	5,423,000	150.48	1906	65,222,000	5,057,000	7.8	33,040,000	452,000	1.4
Portuguese colonies	807,898	7,256,000	8.98	1906	31,130,000	No data.		26,803,000	No data.	
Roumania [2,3]	50,700	6,684,000	131.83	1906	81,465,000	No data.		94,833,000	No data.	
Russia [2,3]	8,572,269	125,612,000	14.65	1906	412,355,000	24,437,000	5.9	583,806,000	2,942,000	.5
Finland	144,249	2,892,000	20.05	1907	73,147,000	No data.		51,272,000	No data.	
Santo Domingo [2]	18,755	416,000	22.18	1907	4,949,000	2,657,000	53.7	7,628,000	3,319,000	43.5
Servia [2,3]	18,630	2,784,000	149.44	1907	13,623,000	36,000	.3	15,728,000	1,000	
Siam [10h]	212,200	6,687,000	31.51	[4] 1907-8	28,130,000	422,000	1.5	35,665,000	1,000	
Spain [1,3]	194,783	19,713,000	101.20	1907	163,040,000	24,477,000	15.0	160,582,000	7,206,000	4.5
Sweden [2,3]	172,876	5,378,000	31.10	1906	171,076,000	16,083,000	9.4	135,147,000	3,124,000	2.3
Switzerland [2,3]	15,976	3,525,000	220.64	1907	313,912,000	13,538,000	4.3	220,024,000	30,765,000	14.0
Turkey	1,153,319	24,029,000	20.83	[10i] 1905-6	135,245,000	[5] 1,350,000	1.0	84,823,000	[5] 11,546,000	13.6
United Kingdom [1b,2] (Britain, Ireland, and Isle of Man, but not Channel Isl'ds)	121,316	44,212,000	364.44	1907	3,142,824,000	650,579,000	20.7	2,073,300,000	151,230,000	7.3
British colonies, not elsewhere specified [1,8]	2,723,754	42,876,000	15.74	1907	526,797,000	50,765,000	9.6	553,000,000	29,328,000	5.3
United States [1b,2] (including Hawaii and Porto Rico)	3,627,557	[10j] 85,253,000	23.50	[10c] 1907-8	1,194,342,000			1,834,796,000		
Philippine Islands [2,8,10j]	115,026	7,913,000	68.79	[10c] 1907-8	30,918,000	5,679,000	18.4	32,817,000	10,323,000	31.5
Uruguay [10k]	72,172	1,103,000	15.28	1906	35,626,000	5,473,000	9.7	34,538,000	2,064,000	6.0
Venezuela	363,822	2,647,000	7.28	[10c] 1907-8	10,186,000	2,876,000	28.2	14,627,000	3,194,000	35.5
Total	48,476,625	1,541,910,000			15,988,180,000	2,133,207,000		14,340,629,000	1,155,557,000	
Total, exclusive of the commerce of the United States					14,793,838,000	2,133,207,000	14.42	12,505,843,000	1,155,557,000	9.24

[1] Including bullion and specie.
[1a] Territory of Papua not included. Commerce exclusive of intercolonial commerce.
[1b] Total imports, exports of domestic products.
[2] Merchandise only.
[3] Imports for consumption and domestic exports.
[3a] Not included in total.
[3b] Specie not included.
[3c] Commerce includes bullion and foreign coins.
[4] Year ending March 31.
[5] From United States returns. Exports from the United States into and imports into the United States from the respective country, as the case may be.
[6] Commerce of Canal Zone not included.
[7] Commerce includes coin.
[8] General trade.
[9] Includes gold and silver bullion but not coin.
[10] Government stores included in imports but not in exports. Area and population including feudatory States.
[10a] Includes trade with Japan.
[10b] Net imports (after deducting re-exports). Exports of Korean goods. Exports to United States valued at $472
[10c] Year ending June 30.
[10d] Imports through post-office not included. Exports include re-exports.
[10e] Government imports and exports included. Exports to United States include $980,000 worth "for orders."
[10f] Imports include transit goods. Exports of Norwegian goods only
[10g] Year ending March 20
[10h] Trade of Bangkok only.
[10i] Year ending March 13
[10j] Trade does not include government supplies nor railway free entries. The latter amounted to $2,778,000
[10k] Special trade including bullion but not coin.
[10l] New census will probably show 80,000,000.

POPULATION OF THE GREATEST CITIES IN THE WORLD.

City.	Country.	Census Year.	Population.
London	England	1901	4,536,541
" with Subs	"	1901	6,581,371
New York	United States	1900	3,437,200
Paris	France	1901	2,714,068
Berlin	Germany	1900	1,884,151
Chicago	U. S. A.	1900	1,698,575
Vienna	Austria	1901	1,675,647
Canton	China	Est.	1,600,000
Tokio	Japan	1900	1,507,642
Osaka	Japan	1900	1,311,909
Philadelphia	U. S. A.	1900	1,293,697
St. Petersburg	Russia	1900	1,248,643
Calcutta	India	1901	1,121,664
Constantinople	Turkey	1901	1,125,000
Peking	China	Est.	1,000,000
Moscow	Russia	1897	988,614
Buenos Ayres	Argentina	1900	893,000
Bombay	India	1900	776,843
Glasgow	Scotland	1901	760,423
Buda Pesth	Hungary	1901	732,322
Hamburg	Germany	1900	705,738
Liverpool	England	1901	685,276
Rio de Janeiro	Brazil	1900	674,952
Warsaw	Russia	1897	638,209
St. Louis	U. S. A.	1900	575,238
Cairo	Egypt	1897	570,062
Boston	U. S. A.	1899	560,892
Naples	Italy	1900	544,057
Manchester	England	1901	543,969
Brussels	Belgium	1899	531,611
Amsterdam	Holland	1900	523,558
Birmingham	England	1901	522,182
Sydney	N. S. W.	1902	516,010
Madrid	Spain	1897	512,150
Barcelona	Spain	1897	509,589
Madras	India	1901	509,346
Baltimore	U. S. A.	1900	508,957
Rome	Italy	1904	503,857
Melbourne	Victoria	1902	502,610

LONDON IN 1910 AND 1920.

Mr. E. Cottrell has constructed curves of the rate of increase of population in large cities. From these the following table has been compiled, showing the probable populations in future years, if the same rate of increase be maintained:—

City.	Population. 1900.	Rate of Increase.	Est. Pop. 1910.	Est. Pop. 1920.
Greater London	6,652,145	20.0	7,490,400	8,516,256
London	4,589,129	8.6	4,967,784	5,315,528
Greater Paris	3,599,991	18.0	4,139,990	4,759,589
Paris	2,714,068	—	2,967,030	3,234,063
Greater Berlin	2,512,253	19.0	2,914,517	3,322,549
Berlin	1,884,157	12.0	2,731,820	3,496,729
Greater New York	3,833,999	37.0	4,953,000	6,191,258
New York	1,850,093	29.0	—	—
Chicago	1,838,735	54.0	2,574,229	3,475,209
Vienna	1,639,811	11.0	—	—
Philadelphia	1,369,632	23.0	1,697,400	2,002,932
St. Petersburg	1,132,677	15.5	1,339,728	1,500,495

DISTANCES IN KNOTS OR NAUTICAL MILES.

Short Track—Aug. 24 to Jan. 14, East. Aug. 15 to Jan. 14, West. Long Track—Jan. 15 to Aug. 23, East. Jan. 15 to Aug. 14, West.	EASTBOUND		WESTBOUND	
	Short Track	Long Track	Short Track	Long Track
Ambrose Channel Lightship* and—				
Alexandria, Egypt	4,952	4,962	4,945	4,954
Antwerp	3,323	3,432	3,296	3,389
Azores (Ponta del Gada)	2,227	2,231	2,221	2,230
Bremen	3,563	3,692	3,536	3,629
Brow Head	2,744	2,869	2,717	2,823
Cape Race	998	....	....	....
Cherbourg	3,073	3,182	3,046	3,139
Dover	3,190	3,299	3,163	3,259
Fastnet	2,751	2,876	2,724	2,830
Fire Island Lightship	29	....	....	....
Flushing	3,278	3,387	3,251	3,344
Genoa	4,021	4,031	4,013	4,023
Gibraltar	3,168	3,178	3,160	3,170
Hamburg	3,511	3,621	3,485	3,578
Havre	3,145	3,246	3,110	3,205
Liverpool (Landing Stage)	3,033	3,158	3,015	3,124
Lizard Point	2,929	3,038	2,902	2,995
London (Tilbury Docks)	3,257	3,366	3,230	3,326
Nantucket Lightship	193	....	....	....
Naples	4,116	4,126	4,108	4,118
Needles	3,073	3,182	3,046	3,139
Newfoundland (Banks of)	935	....	....	....
Plymouth	2,978	3,087	2,951	3,047
Queenstown	2,814	2,939	2,787	2,893
Roche's Point	2,810	2,935	2,783	2,889
Rotterdam	3,327	3,436	3,300	3,393
Scilly Islands (Bishop Rock)	2,880	2,989	2,853	2,946
Southampton (Docks)	3,095	3,204	3,068	3,161
Philadelphia to Delaware Breakwater, 88 miles.				
Delaware Breakwater and—				
Antwerp	3,397	3,506	3,379	3,472
Fastnet	2,825	2,950	2,807	2,913
Flushing	3,352	3,461	3,334	3,427
Gravesend	3,335	3,444	3,313	3,409
Liverpool (Landing Stage)	3,116	3,241	3,098	3,204
Lizard Point	3,002	3,111	2,985	3,078
London (Tilbury Docks)	3,336	3,445	3,314	3,410
Nantucket Lightship	277	....	....	....
Newfoundland (Banks of)	1,009	....	....	....
Boston (Dock) to Boston Light, 16 miles.				
Boston Light and—				
Antwerp	3,161	3,280	3,126	3,233
Azores (Ponta del Gada)	2,064	2,078	2,064	2,078
Brow Head	2,583	2,718	2,548	2,668
Gibraltar	3,048	3,062	3,048	3,062
Liverpool (Landing Stage)	2,882	3,017	2,947	2,967
Queenstown	2,652	2,787	2,617	2,737
Montreal and—				
Antwerp	3,150	3,254	3,150	3,254
Liverpool (Landing Stage)	2,755	2,968	2,755	2,968
London (Tilbury Docks)	3,082	3,186	3,082	3,186
Quebec	155	....	....	....
Portland to—				
Halifax	326	....	....	....
Liverpool	2,862	2,985	2,819	2,935
New Orleans to—				
Liverpool (Landing Stage)	4,465	4,465	4,465	4,465
London (Tilbury Docks)	4,676	4,676	4,676	4,676

*New York (Battery) to Ambrose Channel Lightship, 25 miles.

THE FOLLOWING TABLE OF DISTANCES FROM LIVERPOOL TO NEW YORK AND FROM LIVERPOOL TO BOSTON.

LIVERPOOL TO NEW YORK

Miles from	North Track		South Track	
		Dis. from L'pool		Dis. from L'pool
Liverpool (Rock Light) to Bar Lightship	11	11	11	11
Bar Lightship to Skerries	50	61	50	61
Skerries to Tuskar	93	154	93	154
Tuskar to Conningbeg Lightship	19¾	173¾	19¾	173¾
Conningbeg Lightship to Ballycotton	51	224¾	51	224¾
Ballycotton to Queenstown (Roche's Point)	11	235¾	11	235¾
Queenstown (Roche's Point) to Old Head of Kinsale	16	251¾	16	251¾
Old Head of Kinsale to Fastnet	43	294¾	43	294¾
Fastnet to Nantucket Lightship	2530	2824¾	2670	2934¾
Nantucket Lightship to Fire Island	164	2988¾	164	3098¾
Fire Island to Ambrose Lightship	30	3018¾	30	3127¾
Ambrose Lightship to Sandy Hook	8	3026¾	8	3135¾
Sandy Hook to New York	16	3042¾	16	3151¾

NEW YORK TO LIVERPOOL

Miles from	North Track		South Track	
		Dis. from N. Y.		Dis. from N. Y.
New York to Sandy Hook	16	16	16	16
Sandy Hook to Ambrose Lightship	8	24	8	24
Sandy Hook to Fire Island	30	54	30	54
Fire Island to Nantucket Lightship	166	220	166	220
Nantucket Lightship to Fastnet	2556	2776	2681	2901
Fastnet to Old Head of Kinsale	43	2819	43	2944
Old Head of Kinsale to Queenstown (Roche's Point)	16	2835	16	2960
Queenstown (Roche's Point) to Ballycotton	11	2846	11	2971
Ballycotton to Conningbeg Lightship	51	2897	51	3022
Conningbeg Lightship to Tuskar	19¾	2916¾	19¾	3041¾
Tuskar to Skerries	93	3009¾	93	3134¾
Skerries to Bar Lightship	50	3059¾	50	3184¾
Bar Lightship to Liverpool (Rock Light)	11	3070¾	11	3195¾

LIVERPOOL TO BOSTON

Miles from	North Track		South Track	
		Dis. from L'pool		Dis. from L'pool
Liverpoo' (Rock Light) to Queenstown (Roche's Point)	235¾	235¾	235¾	235¾
Queenstown (Roche's Point) to Fastnet	59	294¾	59	294¾
Fastnet to Boston Outer Light	2567	2861¾	2683	2977¾
Boston Outer Light to Boston	8¾	2870¾	8¾	2986¾

BOSTON TO LIVERPOOL

Miles from	North Track		South Track	
		Dis. from Boston		Dis. from Boston
Boston to Boston Outer Light	8¾	8¾	8¾	8¾
Boston Outer Light to Fastnet	2597	2605¾	2728	2736¾
Fastnet to Queenstown (Roche's Point)	59	2664¾	59	2795¾
Queenstown (Roche's Point) to Liverpool (Rock Light)	235¾	2900¾	235¾	3031¾

The Cunard Line announces a new 21-knot 25,000-ton liner called the "Franconia." This will be run in the winter of 1910-1911 as a relieving ship on the New York-Liverpool service.

It is a curious fact that there are a few people who spend their life traveling back and forth on their favorite steamers. There are records of such "ocean boarders" who have made 243 trips.

TABLE OF NAUTICAL MILES.

	Nautical miles.
Liverpool to—	
Montreal by south of Cape Race	2,980
St. John, New Brunswick, by latitude 41° N., longitude 47° W	2,940
Boston	3,037
New York	3,201
Philadelphia	3,341
Baltimore	3,476
Newport News	3,350
New Orleans	4,528
Galveston	4,706
London to—	
Montreal	3,180
St. John, New Brunswick	3,140
Boston	3,237
New York	3,412
Philadelphia	3,541
Baltimore	3,676
Newport News	3,550
New Orleans	4,675
Galveston	4,860
Antwerp to—	
Montreal	3,223
St. John, New Brunswick	3,183
Boston	3,280
New York	3,455
Philadelphia	3,584
Baltimore	3,719
Newport News	3,593
New Orleans	4,718
Galveston	4,903
Hamburg to—	
Montreal	3,493
St. John, New Brunswick	3,453
Boston	3,550
New York	3,725
Philadelphia	3,854
Baltimore	3,989
Newport News	3,863
New Orleans	4,988
Galveston	5,173
Havre to—	
Montreal	3,022
St. John, New Brunswick	2,982
Boston	3,079
New York	3,254
Philadelphia	3,383
Baltimore	3,518
Newport News	3,392
New Orleans	4,517
Galveston	4,702
Trieste to—	
Montreal, Cape St. Vincent, and Cape Race, direct	4,907
St. John, New Brunswick, Cape St. Vincent, and Cape Sable, direct	4,623
Boston, Cape St. Vincent, direct	4,720
New York, Cape St. Vincent, direct	4,902
Philadelphia	5,050
Baltimore	5,187
Newport News	5,061
New Orleans	6,270
Galveston	6,440

As tables vary according to the method of computation all the standard tables are given.

Germany exports at least 500,000,000 postcards.

DISTANCES BETWEEN LIGHT VESSELS AND HEADLANDS IN THE IRISH AND ST. GEORGE'S CHANNELS FROM LIVERPOOL TO FASTNET ROCK, VIA QUEENSTOWN.

	Ballycotton	Roches Point	Daunt's Lt. V.	Kinsale (Old Head)	Galley Head	Stage	Fastnet	South Arklow	Tuskar	Barrels	Conningbeg	Hook Point	Mine Head	South Stack	Bardsey	Skerries	Lynas	N. W. Light Vessel	Bar Light Vessel	Formby Lt. V.	Crosby Lt. V.	Rock Light	Landing Stage
Ballycotton		11	4	11	16	10	25	16	27	11	4	15	16	28	32	43	54	58	69	86	111	120	130
Roches Point	11		15	16	28	32	43	54	71	96	111	120	130	146	154	165	175	181	189	199	207	214	223
Daunt's Lt. V.	4	15		27	39	43	54	58	69	86	111	120	130	146	154	165	175	181	189	199	207	214	223
Kinsale (Old Head)	11	16	27		42	54	66	77	94	105	115	124	130	146	154	165	175	181	189	199	207	214	223
Galley Head	16	28	39	42		10	25	33	44	53	61	72	76	86	97	104	113	124	130	142	153	168	178
Stage	10	32	43	54	10		15	25	36	45	53	64	68	78	89	96	105	116	122	134	145	160	170
Fastnet	25	43	54	66	25	15		8	19	28	36	47	51	61	72	79	88	99	105	117	128	143	153
South Arklow	42	54	58	77	33	25	8		11	20	28	39	43	53	64	71	80	91	97	109	120	135	145
Tuskar	50	61	69	88	44	36	19	11		9	17	28	32	42	53	60	69	80	86	98	109	124	134
Barrels	61	72	86	97	53	45	28	20	9		8	19	23	33	44	51	60	71	77	89	100	115	125
Conningbeg	70	81	94	105	61	53	36	28	17	8		11	15	25	36	43	52	63	69	81	92	107	117
Hook Point	86	96	105	115	70	64	47	39	28	19	11		4	14	25	32	41	52	58	70	81	96	106
Mine Head	96	105	115	124	78	68	51	43	32	23	15	4		10	21	28	37	48	54	66	77	92	102
South Stack	111	121	130	142	86	78	61	53	42	33	25	14	10		11	18	27	38	44	56	67	82	92
Bardsey	122	133	142	153	97	89	72	64	53	44	36	25	21	11		7	16	27	33	45	56	71	81
Skerries	129	140	149	160	104	96	79	71	60	51	43	32	28	18	7		9	20	26	38	49	64	74
Lynas	138	149	158	170	113	105	88	80	69	60	52	41	37	27	16	9		11	17	29	40	55	65
N. W. Light Vessel	149	160	170	181	124	116	99	91	80	71	63	52	48	38	27	20	11		6	18	29	44	54
Bar Light Vessel	155	166	176	187	130	122	105	97	86	77	69	58	54	44	33	26	17	6		12	23	38	48
Formby Lt. V.	167	178	188	199	142	134	117	109	98	89	81	70	66	56	45	38	29	18	12		11	26	36
Crosby Lt. V.	178	189	199	210	153	145	128	120	109	100	92	81	77	67	56	49	40	29	23	11		15	25
Rock Light	193	204	214	225	168	160	143	135	124	115	107	96	92	82	71	64	55	44	38	26	15		10
Landing Stage	203	214	224	235	178	170	153	145	134	125	117	106	102	92	81	74	65	54	48	36	25	10	

DISTANCES IN THE ENGLISH CHANNEL BETWEEN BISHOP ROCK AND SOUTHAMPTON DOCKS VIA PLYMOUTH AND CHERBOURG (KNOTS OR NAUTICAL MILES)

																							Southampton
																						Calshot	7.8
																					Hurst	12.0	19.8
																				Needles	3.2	15.2	23.0
																		Cape	Cherbourg	59.6	62.8	74.8	82.6
																		de la Hague	13.4	73.0	76.2	88.2	96.0
																	Caskets	17.8	31.2	90.8	94.0	106.0	113.8
															Start Point	53.5	71.3	84.7	144.3	147.5	159.5	167.3
													Plymouth	21.0	74.5	92.3	105.7	165.3	168.5	180.5	188.3
												Eddystone	10.2	31.2	84.7	102.5	115.9	175.5	178.7	190.7	198.5
										Lizard	38.2	48.4	69.4	122.9	140.7	154.1	213.7	216.9	228.9	236.7
									Wolff Rock	23.4	61.6	71.8	92.8	146.3	164.1	177.5	237.1	240.3	252.3	260.1
								St. Agnes	21.0	44.4	82.6	92.8	113.8	167.3	185.1	198.5	258.1	261.3	273.3	281.1
							Bishop Rock	4.2	25.2	48.6	86.8	97.0	118.0	171.5	189.3	202.7	262.3	265.5	277.5	285.3

DISTANCES IN ENGLISH CHANNEL BETWEEN BISHOP ROCK AND SOUTHAMPTON DIRECT AND BETWEEN BISHOP ROCK AND FLUSHING (FOR ANTWERP) IN KNOTS OR NAUTICAL MILES

215	194	160	111	87	49	4	Bishop Rock																Flushing
211	190	156	107	83	45	St. Agnes (Scillys)																Nieuwe Sluis	3.3
166	145	111	62	38	Lizard Point																Wielingen L. V.	9.5	13
128	107	73	24	Eddystone																Wandelaar L. V.	8.5	18	21
104	83	49	Start Point																West Hinder L. V	21	29.5	39	42
55	34	Bill of Portland																Ruytingen L. V.	11.5	32.5	41	51	54
21	Needles																East Goodwin L. V.	21	33	54	62	72	75
Southampton																South Goodwin L. V.	6	27	39	60	68	78	81
															South Foreland	3	9	30	42	63	71	81	84
														Dungeness	20.5	23	29	50	62	83	91	101	104
													Royal Sov. Shoals L. V.	23	43	46	52	73	85	106	114	124	127
												Beachy Head	8	31	51	54	60	81	93	114	122	132	135
											Owers L. V.	36	44	67	87	90	96	117	120	150	158	168	171
										St. Catherine's Pt.	24	60	68	91	111	114	120	141	153	174	182	192	195
									Portland	43	67	103	111	134	154	157	163	184	1 6	217	225	235	238
								Start Point	49	92	116	152	160	183	203	206	212	233	245	266	274	284	287
							Eddystone	24	73	116	140	176	184	207	227	230	236	257	269	290	298	308	311
						Lizard Point	38	62	111	154	178	214	222	245	265	268	274	295	307	328	336	346	349
					St. Agnes (Scillys)	45	83	107	156	199	223	259	267	290	310	313	319	340	352	373	381	391	394
				Bishop Rock	4	49	87	111	160	203	227	263	271	294	314	317	323	344	356	377	385	395	398

EXPLANATION.—To find the distance from Beachy Head to Flushing; at the angle of a horizontal line under Beachy Head and a vertical line to the right of Flushing, will be found the distance, 135 miles.

WEIGHTS AND MEASURES.

LINEAR MEASURE.

3 barleycorns, or...	1 inch (in.)
13 lines, or.....	
72 points, or.....	
1,000 mils (mi.).....	
3 inches.....	1 palm
4 inches.....	1 hand
9 inches.....	1 span
12 inches.....	1 foot (ft.)
18 inches.....	1 cubit
3 feet.....	1 yard (yd.)
2½ feet.....	1 military pace
5 feet.....	1 geometrical pace
2 yards.....	1 fathom
5½ yards.....	1 rod, pole, or perch
66 feet, or.....	1 Gunter's chain
4 rods.....	
40 poles, or.....	1 furlong (fur.)
220 yards.....	
8 furlongs, or.....	1 mile
1,760 yards, or.....	
5,280 feet.....	
3 miles.....	1 league

The hand is used to measure horses' height. The military pace is the length of the ordinary step of a man. One thousand geometrical paces were reckoned to a mile.

LAND MEASURE (LINEAR).

7.92 inches.....	1 link
100 links, or.....	1 chain (ch.)
66 feet, or.....	
22 yards, or.....	
4 poles.....	
10 chains.....	1 furlong (fur.)
80 chains, or.....	1 mile
8 furlongs.....	

LAND MEASURE (SQUARE).

144 sq. inches....	1 square foot (sq. ft.)
9 square feet..	1 square yard (sq. yd.)
30¼ sq. yards....	1 sq. pole, rod, or perch
16 sq. poles....	1 square chain (sq. ch.)
40 sq. poles, or	1 sq. rood
1,210 sq. yards....	
4 roods, or....	1 acre*
10 sq. chs., or...	
160 sq. poles, or.	
4,840 sq. yds., or...	
43,560 sq. ft.....	
640 acres, or....	1 sq. mile
3,097,600 sq. yds.....	
30 acres.....	1 yard of land
100 acres.....	1 hide of land
40 hides.....	1 barony

* The side of a square having an area of an acre is equal to 69.57 linear yards.

CUBIC MEASURE.

1,728 cubic inches.....	1 cubic foot
27 cubic feet.....	1 cubic or solid yard

DRY MEASURE, U. S.

			Cu. In.
2 pints.....	1 quart (qt.)	=	67.20
4 quarts.....	1 gallon (gal.)	=	268.80
2 gallons, or.....	1 peck	=	537.60
8 quarts.....			
4 pecks.....	1 struck bushel	=	2150.42

LIQUID MEASURE, U. S.

			Cu. In.
4 gills.....	1 pint (O.)	=	28.875
2 pints.....	1 quart (qt.)	=	57.75
4 quarts.....	1 gallon (gal.)	=	231
63 gallons.....	1 hogshead (hhd.)		
2 hogsheads.....	1 pipe or butt		
2 pipes.....	1 tun		

APOTHECARIES' LIQUID MEASURE.

Apothecaries' or Wine Measure is used by pharmacists of this country. Its denominations are gallon, pint, fluid ounce, fluid drachm, and minim, as follows:

Cong.		O.		F. Oz.		F. Dr.		Minims
1	=	8	=	128	=	1,024	=	61,440
		1	=	16	=	128	=	7,680
				1	=	8	=	480
						1	=	60
								1

The Imperial Standard Measure is used by British pharmacists. Its denominations and their relative value are:

Gal.		Quarts.		Pints.		F. Oz.		F. Dr.		Minims
1	=	4	=	8	=	160	=	1,280	=	76,800
		1	=	2	=	40	=	320	=	19,200
				1	=	20	=	160	=	9,600
						1	=	8	=	480
								1	=	60

The relative value of United States Apothecaries' and British Imperial Measures is as follows:

U. S. Apothecaries' Measure.		Imperial Measure. Pints.	F. Oz.	F. Dr.	Minims
1 Gallon =	.83311 Gallon, or	6	13	2	22.85
1 Pint =	.83311 Pint, or		16	5	17.86
1 Fl. Oz. =	1.04139 Fl. Oz., or		1	0	19.86
1 Fl. Dr. =	1.04139 Fl. Dr. or			1	2.48
1 Minim =	1.04139 Minim, or				1.04

OLD WINE AND SPIRIT MEASURE.

			Imperial Gals.
4 gills or quarterns...	1 pint		
2 pints.....	1 quart		
4 quarts (231 cu. in.).	1 gallon	=	.8333
10 gallons.....	1 anchor	=	8.333
18 gallons.....	1 bunlet	=	15
31½ gallons.....	1 barrel	=	26.25
42 gallons.....	1 tierce	=	35
63 gallons, or.....	1 hogshead	=	52.5
2 barrels.....			
84 gallons, or.....	1 puncheon	=	70
1½ hogsheads.....			
126 gallons, or.....	1 pipe or butt	=	105
2 hogsheads, or...			
1½ puncheons.....			
2 pipes or.....	1 tun	=	210
3 puncheons.....			

Apothecaries' Weight is the official standard of the United States Pharmacopœia. In buying and selling medicines not ordered by prescriptions avoirdupois weight is used.

Lb.		Oz.		Dr.		Scr.		Gr.
1	=	12	=	96	=	288	=	5760
		1	=	8	=	24	=	480
				1	=	3	=	60
						1	=	20

WEIGHTS AND MEASURES—*Continued*

Avoirdupois Weight.—Used for weighing all goods except those for which troy and apothecaries' weight are employed.

Gross or Long

Ton.	Cwt.	Qr.	Lb.	Oz.	Dr.
1 =	20 =	80 =	2,240 =	35,840 =	573,440
	1 =	4 =	112 =	1,792 =	28,672
		1 =	28 =	448 =	7,168
			1 =	16 =	256
				1 =	16

Short or Net

Ton.	Cwt.	Qr.	Lb.	Oz.	Dr.
1 =	20 =	80 =	2,000 =	32,000 =	512,000
	1 =	4 =	100 =	1,600 =	25,600
		1 =	25 =	400 =	6,400
			1 =	16 =	256
				1 =	16

The "short" ton of 2,000 lbs. is used commonly in the United States. The British or "long" ton, used to some extent in the United States, contains 2,240 lbs., corresponding to a cwt. of 112 and a quarter of 28 lbs.

Troy Weight.—Used by jewelers and at the mints, in the exchange of the precious metals.

Lb.	Oz.	Dwt.	Gr.
1 =	12 =	240 =	5760
	1 =	20 =	480
		1 =	24

700 troy grains = 1 lb. avoirdupois.
175 troy pounds = 144 lb. avoirdupois.
175 troy ounces = 192 oz. avoirdupois.
437½ troy grains = 1 oz. avoirdupois.
1 troy pound = .8228 + lb. avoirdupois.

The common standard of weight by which the relative values of these systems are compared is the grain, which for this purpose may be regarded as the unit of weight. The pound troy and that of apothecaries' weight have each five thousand seven hundred and sixty grains; the pound avoirdupois has seven thousand grains.

The relative proportions and values of these several systems are as follows:

Troy.

	Avoirdupois. Oz.	Dr.
1 pound equals	13	2.65
1 ounce equals	1	1.55
1 dwt. equals	0	0.877

Troy.

	Apothecaries'. Lb.	Oz.	Dr.	Sc.	Gr.
1 pound equals	1	0	0	0	0
1 ounce equals	0	1	0	0	0
1 dwt. equals	0	0	0	1	4
1 grain equals	0	0	0	0	1

Apothecaries'.

	Avoirdupois. Oz.	Dr.
1 pound equals	13	2.65
1 ounce equals	1	1.55
1 drachm equals	0	2.19
1 scruple equals	0	0.73

Apothecaries'.

	Troy. Lb.	Oz.	Dwt.	Gr.
1 pound equals	1	0	0	0
1 ounce equals	0	1	0	0
1 drachm equals	0	0	2	12
1 scruple equals	0	0	0	20

Avoirdupois.

	Lb.	Troy. Oz.	Dwt.	Gr.
1 long ton equals	2722	2	13	8
1 cwt. equals	136	1	6	16
1 quarter equals	34	0	6	16
1 pound equals	1	2	11	16
1 ounce equals		0	18	5¼
1 drachm equals		0	1	3 11/32

Avoirdupois.

	Lb.	Troy. Oz.	Dwt.	Gr.
1 short ton equals	2430	6	13	8
1 cwt. equals	121	6	6	16
1 quarter equals	30	4	11	16

Avoirdupois.

	Lb.	Apothecaries'. Oz.	Dr.	Scr.	Gr.
1 pound equals	1	2	4	2	0
1 ounce equals	0	0	7	0	17¼
1 drachm equals	0	0	0	1	7 11/32

DIAMOND MEASURE.

16 parts = 1 grain = 0.8 troy grain.
4 grains = 1 carat = 3.2 troy grains.

TIME.

The unit of time measurement is the same among all nations. Practically it is 1/86400 of the mean solar day, but really it is a perfectly arbitrary unit, as the length of the mean solar day is not constant for any two periods of time. There is no constant natural unit of time.

1 minute	= 60 seconds.
1 hour	= 60 minutes, 3600 seconds.
1 day	= 24 hours, 1440 minutes, 86,400 seconds.
1 sidereal day	= 86164.1 seconds.
1 sidereal month	= 27.321661 mean solar days (average).
1 lunar month	= 29.530589 mean solar days (average).
1 anomalistic month	= 27.544600 mean solar days (average).
1 tropical month	= 27.321582 mean solar days (average).
1 nodical month	= 27.212222 mean solar days (average.)
Mean solar year	= 365 d. 5 h. 48 m. 46.045 s. with annual variation of 0.00539.

The change in the length of the mean sidereal day, i.e., of the time of the earth's rotation upon its axis, amounts to 0.01252 s. in 2400 mean solar years.

ANGULAR MEASURE

60 seconds = 1 minute
60 minutes = 1 degree
60 degrees = 1 sextant
90 degrees = 1 right angle or quadrant
360 degrees = 1 circle

GEOGRAPHICAL MEASURE

6087.15 feet = 1 geographical mile
1.15287 statute miles = 1 geographical mile
60 geographical miles = 1 degree of longitude at the Equator
69.168 statute miles = 1 degree of longitude at the Equator
360 degrees = circumference of earth at the Equator

WEIGHTS AND MEASURES—*Continued*

NAUTICAL MEASURE

6	feet = 1 fathom
120	fathoms = 1 cable length
6080.27	feet = 1 nautical mile
1000	fathoms = 1 nautical mile
1.15157	statute miles = 1 nautical mile
3	nautical miles = 1 league
1	knot = a speed of 1 nautical mile per hour

In the United States the nautical mile is defined to be one sixtieth part of the length of a degree of a great circle of a sphere whose surface is equal in area to the area of the surface of the earth. In France, Germany and Austria the nautical mile has a length of 6,076.23 feet. In England the nautical mile is 6,080 feet.

Miles at sea are understood to be nautical miles. Therefore it is no more necessary to say "nautical" miles when speaking of a sea distance than to say "statute" miles when speaking of a land distance.

Landsmen are apt to confuse knots with nautical miles. A knot is not a measure of distance but a measure of speed, and the only measure of speed in the English language. When speaking of a vessel that travels, say 20 knots, we mean that the vessel is traveling at a speed of 20 nautical miles per hour; but the distance covered may be one nautical mile or a thousand, depending upon the length of time during which the 20-knot speed is maintained. Only landsmen use the expression "knots per hour." The "per hour" is superfluous and incorrect.

The following is a list of the lighthouses from Bremerhaven to Dover; figures expressed in sea miles. There is no table in existence which exactly corresponds with the excellent tables which we give from Fastnet Light to Flushing.

Roheweg-Lighthouse	17
Rothesand-Lighthouse	26
Weser-Lightship	35
Borkum Lightship	100
Terschelling Lightship	146
Dover	340

PERPETUAL CALENDAR.

To find the day of the week for any given date.

1. Take the last two figures of the year, add ¼ of them (neglecting remainder). Thus: 1949 = 49 + 12 = 61.

2. Add for the month, if for Jan. or Oct., 1; May, 2; Aug., 3; Feb., Mar., or Nov., 4; June, 5; Sept. or Dec., 6; April or July, 0; if leap year (that is, if it be divisible by 4 without remainder) Jan., 0; Feb., 3.

3. Add day of month.

Divide the sum of these three by 7, and *remainder* gives the number of the day of the week.

Thus:
What day of the week is 15th July, 1908?

1. 8 + 2 = 10
2. July = 0
3. 15th = 15

25 = 7 × 3 + 4.
4th day of the week = Wednesday.

What day of the week was December 25th, 1905?

1. 5 + 1 = 6
2. Dec. = 6
3. 25th = 25

37 = 7 × 5 + 2.
2nd day of the week = Monday.

The above only applies to 20th Century. For 19th Century, add 2, for 21st Century, add 6, 18th Century, 4, but before 1752 the "old style" was used.

DISTANCES IN DETAIL OF AMERICAN LIGHTS.

	Knots.
New York to Sandy Hook	18
Sandy Hook to Ambrose Lightship	8
Ambrose Lightship to Fire Island	30
Fire Island to Shinnecock	35
Shinnecock to Nantucket Lightship	122

TABLE FOR CONVERTING NAUTICAL MILES TO STATUTE MILES.

Nautical Miles	Statute Miles	Nautical Miles	Statute Miles	Nautical Miles	Statute Miles	Nautical Miles	Statute Miles
1	1.152	14	16.122	27	31.092	40	46.063
2	2.303	15	17.274	28	32.244	41	47.214
3	3.455	16	18.425	29	33.396	42	48.366
4	4.606	17	19.577	30	34.547	43	49.518
5	5.758	18	20.728	31	35.699	44	50.670
6	6.909	19	21.880	32	36.850	45	51.821
7	8.061	20	23.031	33	38.002	46	52.972
8	9.213	21	24.183	34	39.153	47	54.124
9	10.364	22	25.335	35	40.305	48	55.275
10	11.516	23	26.486	36	41.457	49	56.427
11	12.667	24	27.638	37	42.608	50	57.578
12	13.819	25	28.789	38	43.760		
13	14.970	26	29.941	39	44.911		

DECIMAL SYSTEM—WEIGHTS AND MEASURES.

A *meter* is one ten-millionth of the distance from the equator to the North Pole.

The metric system, formed on the meter as the unit of length, has four other leading units, all connected with and dependent upon this. The *are*, the unit of surface, is the square of ten meters. The *liter*, the unit of capacity, is the cube of a tenth part of the meter. The *stere*, the unit of solidity, has the capacity of a cubic meter. The *gram*, the unit of weight, is the weight of that quantity of distilled water at its maximum density which fills the cube of a hundredth part of the meter. Each unit has its decimal multiple and sub-multiple, that is, weights and measures ten times larger or ten times smaller than the principal unit. The prefixes denoting the multiples are derived from the Greek, and are *deca*, ten; *hecto*, hundred; *kilo*, thousand; and *myria*, ten thousand. Those denoting sub-multiples are taken from the Latin, and are *deci*, ten; *centi*, hundred; *milli*, thousand.

Relative Value.	Length.	Surface.	Capacity.	Solidity.	Weight.
10,000.	Myriameter	...	...	...	...
1,000.	Kilometer	...	Kiloliter	...	Kilogram
100.	Hectometer	Hectare	Hectoliter	...	Hectogram
10.	Decameter	...	Decaliter	Dekastere	Decagram
Unit.	Meter	Are	Liter	Stere	Gram
0.1.	Decimeter	Deciare	Deciliter	Decistere	Decigram
0.01.	Centimeter	Centiare	Centiliter	...	Centigram
0.001.	Millimeter	...	Milliliter	...	Milligram

APPROXIMATE EQUIVALENTS OF THE FRENCH (METRIC) AND ENGLISH MEASURES.

1 yard	$\frac{11}{12}$ meter.
11 meters	12 yards.
To convert meters into yards	Add $\frac{1}{11}$th.
1 meter = 1.1 yd.; 3.3 ft.	3 ft. 3$\frac{3}{8}$ inches ($\frac{1}{32}$th less).
1 meter, by the Standards Commission	40 inches (1.6 per cent less).
1 meter, by the Act of 1878	= 39.38203 inches.
1 foot	= 39.37079 inches.
1 inch	3 decimeters (more exactly 3.048).
1 mile	25 millimeters (more exactly 25.4).
1 kilometer	1.6 or 1$\frac{3}{5}$ kilometers (more exactly 1.60931)
1 chain (22 yards)	$\frac{1}{80}$ of a mile.
5 furlongs (1,100 yards)	20 meters (more exactly 20.1165).
1 square yard	1 kilometer (more exactly 1.0058).
1 square meter	$\frac{9}{10}$ square meter (more exactly .8361).
1 square inch	10$\frac{7}{8}$ square feet.
1 square mile (640 acres)	1$\frac{1}{5}$ square yards.
1 acre (4840 square yards)	6$\frac{1}{2}$ square centimeters (more exactly 6.45).
1 cubic yard	260 hectares (0.4 per cent less).
1 cubic meter	4000 square meters (1.2 per cent more).
1 cubic meter	$\frac{4}{5}$ cubic meter (2 per cent more).
1 cubic meter	1$\frac{1}{3}$ cubic yards (1$\frac{1}{4}$ per cent less).
1 cubic meter of water	35$\frac{1}{3}$ cubic feet (.05 per cent less).
1 kilogram	1 long ton nearly.
1,000 kilograms	2.2 pounds fully.
1 metric ton	1 long ton nearly.
1 long hundredweight	51 kilograms nearly.
1 United States hundredweight	45$\frac{1}{2}$ kilograms nearly.

METRIC MEASURES.

Measures.	Metric to Customary.				Customary to Metric.			
LENGTHS	1 Millimeter	=	0.03937	inch	1 Inch	=	25.4001	millimeters
	1 Centimeter	=	0.3937	"	1 "	=	2.54001	centimeters
	1 Meter	=	39.37	"	1 "	=	0.0254	meter
	1 "	=	3.28083	feet	1 Foot	=	0.304801	"
	1 "	=	1.093611	yards	1 Yard	=	0.914402	"
	1 Kilometer	=	0.62137	mile	1 Mile	=	1.60935	kilometers
AREAS	1 Square Millimeter	=	0.00155	square inch	1 Square Inch	=	645.16	square millimeters
	1 " Centimeter	=	0.1550	" "	1 " "	=	6.452	" centimeters
	1 " Meter	=	10.764	" feet	1 " Foot	=	0.0929	" meter
	1 " "	=	1.1960	" yards	1 " Yard	=	0.8361	" "
	1 " Kilometer	=	0.3861	" mile	1 " Mile	=	2.5900	" kilometers
	1 Hectare	=	2.471	acres	1 Acre	=	0.4047	hectares
VOLUMES	1 Cubic Millimeter	=	0.000061	cubic inch	1 Cubic Inch	=	16,387.2	cubic millimeters
	1 " Centimeter	=	0.0610	" "	1 " "	=	16.3872	" centimeters
	1 " Meter	=	35.314	" feet	1 " Foot	=	0.02832	" meter
	1 " "	=	1.3079	" yard	1 " Yard	=	0.7645	" "
CAPACITY. *Liquid*	1 Liter	=	1.05668	quarts	1 Quart	=	0.94636	liter
	1 "	=	0.26417	gallon	1 Gallon	=	3.78543	"
Dry	1 Liter	=	0.9081	quart	1 Quart	=	1.1012	liters
	1 "	=	0.11351	peck	1 Peck	=	8.80982	"
	1 Decaliter	=	1.1351	"	1 "	=	0.8810	decaliter
	1 Hectoliter	=	2.83774	bushels	1 Bushel	=	0.35239	hectoliter
MASSES. *Avoirdupois*	1 Gram	=	15.4324	grains	1 Grain	=	0.06480	gram
	1 "	=	0.03527	ounce	1 Ounce	=	28.3495	"
	1 Kilogram	=	2.20462	pounds	1 Pound	=	0.45359	kilogram
Troy	1 Gram	=	0.03215	ounce	1 Ounce.	=	31.10348	grams
	1 Kilogram	=	2.67923	pounds	1 Pound	=	0.37324	kilogram
Apothecaries'	1 Gram	=	0.2705	dram	1 Dram	=	3.6967	grams
	1 "	=	0.8115	scruple	1 Scruple	=	1.2322	"

KILOMETRES AND MILES

Kil.		Miles.	Kil.		Miles.	Kil		Miles.	Kil.		Miles.
1	= about	⅝	29	= about	18	57	= about	36.1	85	= about	53.3
2	"	1¼	30	"	18¾	58	"	36.7	86	"	54
3	"	1⅞	31	"	19.7	59	"	37.3	87	"	54⅝
4	"	2½	32	"	20	60	"	38	88	"	55.2
5	"	3.1	33	"	20½	61	"	38.9	89	"	55
6	"	3¾	34	"	21.2	62	"	39.2	90	"	56¼
7	"	4.7	35	"	21¾	63	"	39⅞	91	"	56⅝
8	"	5	36	"	22½	64	"	40.4	92	"	57.4
9	"	5⅝	37	"	23 1	65	"	41	93	"	58
10	"	6.2	38	"	23.7	66	"	41.9	94	"	58 1-5
11	"	6⅞	39	"	24.3	67	"	42.2	95	"	59¼
12	"	7½	40	"	24.8	68	"	42⅞	96	"	59 5-6
13	"	8.1	41	"	25 1-3	69	"	43	97	"	60¼
14	"	8.7	42	"	26¼	70	"	43.9	98	"	61.1
15	"	9.3	43	"	27.1	71	"	44.2	99	"	61.8
16	"	10	44	"	27⅞	72	"	44⅞	100	"	62.1
17	"	10.9	45	"	28.7	73	"	45⅝	200	"	124.3
18	"	11.2	46	"	29	74	"	46	300	"	186
19	"	11⅞	47	"	29⅝	75	"	46.6	400	"	248½
20	"	12.4	48	"	30.2	76	"	47¼	500	"	310.7
21	"	13	49	"	30⅞	77	"	47 5-6	600	"	372.8
22	"	13.6	50	"	31⅝	78	"	48½	700	"	435
23	"	14¼	51	"	32.7	79	"	49.1	800	"	497.1
24	"	14 5-6	52	"	33	80	"	49.6	900	"	559.1
25	"	15½	53	"	33⅝	81	"	50¼	1000	"	621.8
26	"	16.1	54	"	34.2	82	"	51⅛			
27	"	16⅞	55	"	34⅞	83	"	52.1			
28	"	17.7	56	"	35½	84	"	52.7			

TIME.

Length of seconds pendulum.

London	39·1393 in.	=	994·1232 mill.
Paris	39·1293 in.	=	993·817 mill.
New York	39·1012 in.	=	993·168 mill.
Equator	39·0466 in.	=	991·03 mill.
N. & S. Poles	39·2463 in.	=	996·10 mill.

¼ seconds pendulum (London) 2·4462 in.
1 hour = 3,600 seconds.
24 hours = 1,440 minutes = 86,400 seconds.
Sidereal day = 23 h. 56 m. 4s. ·090 of mean solar time.
Mean Solar day = 24 h. 3 m. 56 s. ·556 of Sidereal time.

		D.	H.	M.	S.
Tropical year	=	365	5	48	45·51
Sidereal year	=	365	6	9	8·97
Anomalistic year	=	365	6	13	48·09
Means Synodic month	=	29	12	44	2·864
Sidereal month	=	27	7	43	11·545
Tropical month (equinox to equinox)	=	27	7	43	4·68
Anomalistic month	=	27	13	18	37·44
Draconitic month	=	27	5	5	35·81

Underpaid letters, or insufficient prepaid matter of other kinds, included in the International Postal Union, are chargeable at double the amount of the original postage.

Guide books and other printed matter can be sent back at moderate expense by means of parcels post. It should be remembered that souvenir postcards which are made of wood, leather, etc., are not mailable except at merchandise rates.

During the fiscal year which ended June 30, 1909, there were 494,811 trans-Atlantic departures, of whom 179,461 were cabin passengers and 315,350 were passengers other than cabin. In 1870 the number of departing passengers was 78,040, of which number 33,590 were cabin passengers. These figures are interesting as showing the enormous growth of trans-Atlantic business.

GUN SALUTES.

President	21
President of Foreign Republic	21
Member of Royal Family	21
Ex-President	21
Vice-President	19
Ambassador of United States (in waters of country to which he is accredited)	19
Secretary of the Navy	17
Assistant Secretary of the Navy	15
Cabinet Officer	17
Chief Justice	17
Governor-General of U. S. Islands	17
Governor of State, Territory, or U. S. Islands	17
President *pro tempore* of Senate	17
Speaker of House of Representatives	17
Committee of Congress	17
Envoy Extraordinary	15
Minister Resident, or Diplomatic Representative	13
Chargé d'Affaires	11
Consul-General	9
Consul	7
Vice-Consul	5
Admiral of the Navy	17
General	17
Vice-Admiral	15
Lieutenant-General	15
Rear-Admiral	13
Major-General, United States Army	13
Commodore	11

INFORMATION IN REGARD TO RELATIVE GRADES IN THE LINE OF THE NAVY CORRESPONDING WITH THOSE OF THE ARMY.

(1) Extract from Regulations for Army and Navy, 1909:

25. (1) The relative rank between officers of the Navy, whether on the active retired list, and officers of the Army and of the Marine Corps, shall be as follows, lineal rank only being considered:

(a) Admiral shall rank with General.
(b) Rear-Admiral with Major-General.
(c) Commodore with Brigadier-General.
(d) Captain with Colonel.
(e) Commander with Lieutenant-Colonel.
(f) Lieutenant-Commander with Major.
(g) Lieutenant with Captain.
(h) Lieutenant (junior grade) with First Lieutenant.
(i) Ensign with Second Lieutenant (sec. 1466, R. S.).

CONTINENTAL PUBLIC HOLIDAYS.

There are no "Bank Holidays" in the countries named below, but the dates given are usually observed as public holidays, and business is more or less suspended, and museums and galleries closed.

BELGIUM.—New Year's Day, Jan. 1; Easter Monday, April 12; Ascension Day, May 20; Whit Monday, May 31; National Fête, July 21; Assumption, Aug. 15; All Saints' Day, Nov. 1; Christmas Day, Dec. 25.

FRANCE.—New Year's Day, Jan. 1; Easter Monday, April 12; Ascension Day, May 20; Whit Monday, May 31; National Fête, July 14; Assumption, Aug. 15; All Saints' Day, Nov. 1; Christmas Day, Dec. 25.

GERMANY.—New Year's Day, Jan. 1; also Jan. 6 at Dresden; Leipsic Wholesale Fair, March 4; March 18 (at Dresden); Good Friday, April 9; Easter Monday, April 12; Leipsic Easter Fair, April 7; Ascension Day, May 20; Whit Monday, May 31; Leipsic Mich. Fair, Aug. 25; Day of Prayer, Nov. 18; Christmas Day, Dec. 25; Boxing Day, Dec. 26.

ITALY.—New Year's Day, Epiphany, Ascension Day, Corpus Domini, June 10; SS. Peter and Paul, June 29; Assumption, Aug. 15; Birth of Virgin, Sept. 8; Occupation of Rome, Sept. 20; All Saints' Day, Nov. 1; S. Ambroglio, Dec. 7; Conception, Dec. 8; Christmas Day, Dec. 25; Boxing Day, Dec. 26.

SPAIN.—New Year's Day, Ash Wednesday, Maundy Thursday, Good Friday, Resurrection and Ascension Days, Whit Monday, Corpus Christi; also Jan. 6, Feb. 2, March 19, 25, June 24, 29, July 25, Aug. 15, Sept. 8, 24, Nov. 1, Dec. 8, 25, 26.

SWITZERLAND.—New Year's Day, Jan. 1; Good Friday, April 9; Easter Monday, April 12; Ascension Day (Zurich Canton), May 20; Whit Monday, May 31; National Fête, Sept. 19; Christmas Day, Dec. 25, and Dec. 26 (Zurich Canton).

POSTCARDS.

Postcards can be obtained all over Europe. They save fatigue of letter-writing and usually satisfy the recipient. Some are highly artistic, while some are very bad. The ones in monochrome are recommended. A collection of them is always gratifying on return to home. A collection of 1,000 cards could easily be made on a fairly short trip. Postcard albums can be bought at home and should not be bought abroad.

THE FIRST ATLANTIC CABLE.

August 5th of 1908 was the fiftieth anniversary of the Atlantic Cable, that being the day of the month in 1858 on which—contrary to authoritative opinion—the engineer of one of the greatest achievements of the nineteenth century completed the laying of the submarine line between Ireland and Newfoundland, the length being over two thousand miles, and the depth nearly three miles for the greater part of the distance. The projectors were Mr. John Watkins Bright, Mr. (afterwards Sir Charles) Bright and Mr. Cyrus West Field. Mr. Bright was also the engineer-in-chief of the undertaking, and he received the honor of knighthood in recognition of his services to the country in connection therewith, at the unprecedented age of 26.

Electrical theories were, however, mistaken at that time, and the electricians applied far too much power for the transmission of signals, the result being that the insulation suffered by degrees, until after three months' useful work the cable gradually succumbed.

After a number of cables had been laid by Sir Charles Bright, Mr. H. C. Forde, Sir William Siemens and others to India, Gibraltar, Alexandria, &c., another Atlantic Cable expedition started in 1865. This was the first line that was laid by the manufacturers of the cable, these contractors being the Telegraph Construction and Maintenance Company, with Mr. (afterward Sir Samuel) Canning for their chief engineer, whilst Sir Charles Bright and Mr. Latimer Clark acted as consulting engineers to the proprietors.* Notwithstanding the extra knowledge and experience gained in regard to the subject generally, this expedition met with as many mishaps as the first expedition of 1857; but in 1866—as in 1858—the same arrangements ultimately achieved success, since which the construction, laying, and working of submarine telegraphs has passed from the pioneer stage to that of ordinary routine.

The engineering methods were similar to those adopted eight years previously; but the line proved a lasting success, owing to the advances made in electrical science and in the practical working of cables. On the electrical side, in addition of the late Lord Kelvin, the names of Varley and Willoughby Smith must always be honorably associated with the subject, and the late Sir John Pender did more than any man for the commercial development of submarine telegraphy.

*"Submarine Telegraphs: Their History, Construction and Working," by Charles Bright, F. R. S. E., M. I. E. E. (London: Crosby Lockwood & Son.)

PHOTOGRAPHS.

Photographs are good and cheap abroad, especially in Italy. The visitor should buy as many as funds permit. Carbon photographs being unalterable, are recommended. Photographs can often be bought in galleries which cannot be purchased elsewhere.

DEPTHS OF PORTS OF THE WORLD.

Port.	Channel (mean high water).	Quay (mean high water).
	Feet.	Feet.
Amsterdam (canal) Holland	30	30
Antwerp, Belgium	37	37
Baltimore, Md	31	31
Boston, Mass	36	36
Boulogne, France	29	34
Bremen, Germany	18	18
Bremerhaven, Germany	34	34
Brindisi, Italy	32	32
Cherbourg, France	42	50
Copenhagen, Denmark	26	26
Dieppe, France	34	34
Galveston, Tex	30	28
Genoa, Italy	60	33
Glasgow, Scotland	30	38
Greenock, Scotland	36	39
Halifax, Nova Scotia	83	45
Hamburg, Germany	32	35
Havre, France	42	30
Kaiser William Canal, Germany	29	.....
Key West, Fla	30	30
Königsberg Canal, Ger	21	.....
Leghorn, Italy	22	26
Libau, Russia	22	26
Liverpool, England	55	33
London, England	42	43
Manchester Ship Canal	28	28
Marseille, France	55	39
Montreal, Canada	30	35
Naples, Italy	33	30
New Orleans, La	30	40
New York, N. Y	42	50
Norfolk, Va	30	30
Ostend, Belgium	31	38
Philadelphia, Pa	29	32
Portland, Me	38	38
Rotterdam, Holland	29	29
St. Johns, Newfoundland	48	54
San Francisco, Cal	39	39
Seattle, Wash	(*)	30 to 50
Southampton, England	41	43
Stettin, Germany	23	23
Stockholm, Sweden	25	22
Suez Canal, Egypt	28	.....
Toulon, France	†26	†23
Trieste, Austria	30	28

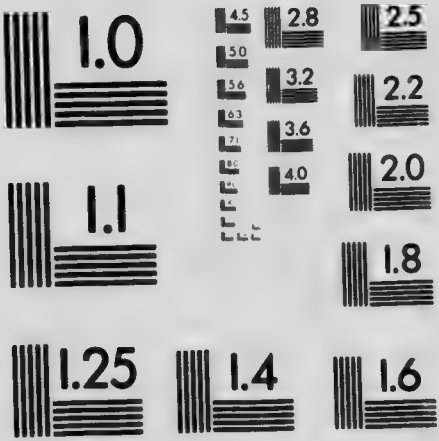
*Deep water.

MAIL USED PRINTED MATTER HOME.

As soon as you have finished with printed matter, send it home by mail to avoid weight. Guide books weigh heavy and can be mailed at reasonable cost. If a number have accumulated, use the "parcels post." If the guide books in the English language have been purchased in the United States, put in a slip, "Bought in the United States of America of ——— ———." This *may* save the exaction of duty.

MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



APPLIED IMAGE Inc
1653 East Main Street
Rochester, New York 14609 USA
(716) 482 - 0300 - Phone
(716) 288 - 5989 - Fax

POSTAL RATES IN GREAT BRITAIN.

LETTERS.

(Maximum size, 2 ft. x 1 ft. x 1 ft.)

INLAND AND CHANNEL ISLANDS: ½d. Per 2 Ounces. But not less than 1d.

COLONIAL (AND EGYPT AND CHINA PORTS); 1d. per oz.

UNITED STATES 1d. per ounce.

FOREIGN—2½d. for 1 oz. 1½d, each subsequent oz.

Reply Coupons (for answer to letter sent abroad): 3d.

POSTCARDS.

(Size from 5½ x 3½ to 4 x 2½ in.)

INLAND.—½d.

COLONIAL AND FOREIGN.—1d.

BOOK PACKETS.

i. e., Printed or written matter not in the nature of a letter.

(Maximum size, 2 ft. x 1 ft. x 1 ft.)

INLAND AND COLONIAL; ½d. Per 2 Ounces.

ABROAD: "Printed Papers," same, but with other limits of size and weight "Samples," same, but not less than 1d. "Commercial Papers" (including MSS, &c.), same, but not less than 2½d.

NEWSPAPERS.

INLAND ONLY: ½d. for Each Paper registered as a newspaper, of any weight up to 5 lbs.

PARCELS.

INLAND.— lbs.	d.	
Not over . . . 1	3	
" . . . 2	4	(Maximum size 3
" . 3	5	ft. 6 in. in length, or
" . . . 5	6	6ft. in length and girth
" . . 7	7	combined. Maximum
" . . 8	8	weight, 11 lbs.)
" . . . 9	9	
" . . . 10	10	Parcel must be han-
" . . . 11	11	ded into office.

FOREIGN.—Various conditions. Usually 1s. to 2s. for 3 lbs.

COLONIAL.—Australia 1s., Cape and Natal 9d., Canada 8d., for 1 lb.; India, New Zealand, West Africa, West Indies, Egypt, 1s. for 3 lbs., 2s. for 7 lbs., 3s. for 11 lbs.

REGISTRATION.

2d. PER LETTER, PACKAGE OR PARCEL, in addition to postage (Inland and Abroad).

FOREIGN PARCELS may be insured, not registered.

STAMPS.

½d., 1d., 1½d., 2d., 2½d., 3d., 4d., 5d., 6d., 9d., 10d., 1s., 2s. 6d., 5s., 10s., £1.

STAMPED ENVELOPES.—½d. (2 sizes), single ¾d.

" " 1d. (3 sizes), single 1¼d.

POST CARDS.—Single cards, ¾d.; 11, 6d; 100, 4s. 6¾d; reply, 1¼d. each; foreign, 1d.; foreign reply, 2d.

LETTER CARDS.—1 for 1¼d., 8 for 9d., 96 for 9s.

WRAPPERS.—1 for ¾d.; 7 for 4d.; 5s. 8½d. for '20.

POSTAL ORDERS.

-/6, 1/6, &c., by 6d. to 2/6 . . . . . ½d.
3/-, " " to 15/- . . . . . 1d.
15/6 " " to 21/- . . . . . 1½d.

Stamps to the amount of 5d. may be affixed to Orders.

MONEY ORDERS.

Not exceeding £1, 2d.; £3, 3d.; £10, 4d.; up to £40, 10d.

FOREIGN & COLONIAL MONEY ORDERS.

Up to £1, 3d.; greater sums 3d. per £2 in addition.

TELEGRAPH MONEY ORDERS.

INLAND—Charge as Money Order + 2d. + cost of telegram.

FOREIGN.—Ditto, but fee 6d.

TELEGRAMS.

INLAND.—½d. A WORD.

(including address) but not less than 6d.

Figures and cypher letters, five count as one word.

Delivered free within three miles of office.

FOREIGN.—Not less than 10d. A WORD.

Belgium, France, Germany, Holland. 2d.
Austro-Hungary, Denmark, Italy, Norway Portugal, Spain, Gibraltar, Switzerland . . . . . 3d.
Roumania, Servia, Sweden . . . . . 3½d.
Russia (in Europe), Malta . . . . . 4½d.
United States (Eastern), Canada (Eastern), Egypt, Siberia . . . . . 1s. 0d.
India . . . . . 1s. 10d. & 2s.
Australia and New Zealand . . 2s. 9d. & 3s. 0d
Jamaica . . . . . 3s. 0d.
S. Africa—Cape, O. R. C., Natal, Transvaal . . . . . 2s. 6d.
Rhodesia . . . . 2s. 8d. & 2s. 11d.
China and Hong Kong . . . . 4s. 2d. & 4s. 5d.
Other places special charges.

EXPRESS DELIVERY SERVICES.

LETTERS AND PARCELS must be marked in the left hand corner "Express," and handed in at a Post Office, but not put in letter box.

HOURS.—8 a.m to 8 p.m., but earlier and later in some offices

FEES.—For every mile or part of a mile, 3d. (including railway, omnibus, tram, &c., but cab or special conveyance extra). Several packets may be sent to different addresses, but 1d. extra is charged for each article above one. 3d. extra on packets over 1 lb.

REPLY.—Charge—same rates. The Messenger can wait 10 minutes free of charge; after that, 2d. is charged every quarter of an hour he is detained.

EXPRESS DELIVERY AFTER TRANSMISSION BY POST.—Letters, post-paid and with express fees (as above), marked "Express Delivery," with a broad perpendicular line front and back, sent by ordinary post, will, immediately on arrival at the Post Office, be delivered by special messenger.

RAILWAY LETTERS.—At most Railway Stations, letters not above 4 oz. may be conveyed by next train to any station on same line, to be called for, or to be posted there FEE: 2d., in addition to ordinary postage.

POSTAL RATES IN GREAT BRITAIN—*Continued.*

LATE FEE LETTERS.

Letters received at Post Office till within 5 minutes of dispatch of mail if stamped with extra ½d.

At most of the London Railway Termini letters can be posted up to a few minutes before the departure of the last mail train, usually 9 to 10 p.m.

APPROXIMATE TIME BY POST.

	Days	Hrs.
Aden	10	—
Algiers	2	5
Berlin	—	23
Bloemfontein	19	—
Bombay	14	14
Brindisi	2	13
Brussels	—	7½
Cairo	6	—
Calcutta	17	—
Cape Town	17	—
Colombo	16	—
Constantinople	3	2
Geneva	—	23
Gibraltar	3	15
Hamburg	—	20½
Hong Kong	29	—
Jamaica	13	—
Johannesburg	19	12
Madras	17	—
Madrid	1	22
Malta	3	18
Marseilles	23	—
Melbourne	31	—
Mombasa	20	—
Moscow	2	19
New York	8	—
Nice	1	5
Ottawa	9	6
Paris	—	8
Pretoria	19	12
Rangoon	21	—
Rome	1	23
St. Petersburg	2	7
San Francisco	12	—
Sierra Leone	12	—
Singapore	22	—
Suez	5	12
Sydney	32	—
Vancouver	13	—
Vienna	1	9
Washington	9	—
Wellington	9	—

Second class cars are entirely satisfactory all over Europe, with the exception of Italy and Spain, where first class should always be used. The third class is excellent in Germany. The second class accommodation is also good on the lake boats of the Continent, and the difference in class is often only a difference in the part of the boat on the same deck. On the Rhine boats first class accommodations should be taken, also on the pleasure boats in Holland, which are apt to be quite crowded. If you have second class tickets and wish to have first class accommodations on steamers you can obtain the same by paying a small supplementary sum.

REPLY COUPONS.

Reply coupons of the value of five cents, and costing six cents, may be purchased at all post offices in the United States, and they are very convenient where it is desired to write to any one in Europe and it is wished to send stamps to cover the cost of postage. A coupon is redeemed for five cents at any post office in most of the countries of the world. To be acceptable for redemption, each reply coupon should be whole and should bear the stamp of the issuing post office.

PACIFIC SAILINGS

For a full list of the sailings and rates to Pacific and trans-Pacific ports, also coastwise, Southern and West Indian ports, the reader is referred to the sailing schedules issued by the large tourist agencies, International Sleeping Car Co., or Thos. Cook & Son, all in New York City, the addresses being given elsewhere. It is impossible in a book of this nature to give information as to the rates, which are apt to be rather complicated in the way of special time limitations, such as special rates for four-months' round trip, twelve-months' round trip, etc.

The non-magnetic ship "Carnegie" has just completed an eight-months' cruise of the Atlantic Ocean, making observations of terrestrial magnetism. This vessel has no iron or steel in its construction. It is thought that the researches made by the expeditions of this vessel will be of great service to navigation.

TUNNELS OF THE WORLD.

	Miles.	Under.
New York Subway (1904)*	23	City.
London Metropolitan	13	City.
Simplon, Switzerland	12	Mountain.
St. Gothard	9	Mountain.
Paris Underground (incomplete)	8½	City.
Mount Cenis, Switzerland	7½	Mountain.
B. & O. Tunnel, Baltimore	7	City.
Arlberg, Austria	6	Mountain.
"Tube" London	6	City.
Hoosac Tunnel, Mass.	4¾	Mountain.
Berlin, Underground	4½	City.
Liverpool-Birkenhead	4½	City and Mersey River.
Boston, Mass., Subway	2½	City.

* Other subways, tunnels, and spurs are in progress.

SOME INTERESTING THINGS ABOUT ENGLAND AND THE ENGLISH.

The following are stray notes of interest relative to the Government, etc. of Great Britain.

The Peerage is a complicated affair, and those interested can satisfy their curiosity by buying "Whitaker's Almanack," an admirable compilation to which the Editor of this volume is much indebted for many things concerning England, also for some shipping tables. This is hardly a book to take to sea, but it is an indispensable addition to the library. There are two editions, the larger bound in cloth with leather back selling in England at 2/6 is more complete than the cheaper paper affair.

THE PEERAGE.

In a broad sense this heading is commonly taken as identical with the one that follows; but there are close upon 130 holders of titles of long-standing nobility who are not members of the Upper House of Parliament, their peerages being those of Scotland or Ireland only. But, as further explained below, there are about an equal number of Peers of those kingdoms who possess additional titles which constitute them members of the Lords, these titles being in a majority of instances, though very far from all, inferior to those by which they are generally known.

THE HOUSE OF LORDS,

the *Magnum Concilium* of the early chroniclers, consists of the Spiritual Lords of England (the 2 Archbishops and 24 of the Bishops), the Temporal Peers of England, Great Britain, and the United Kingdom, and of Representative Peers of Scotland and Ireland, together with such Scottish and Irish Peers as have also Imperial titles. No Peer can take his seat if he be under age, of unsound mind, or bankrupt. The *full* Assembly would consist of 3 Princes of the Blood Royal, 2 Archbishops, 22 Dukes, 23 Marquesses, 124 Earls, 40 Viscounts, 24 Bishops, 334 Barons, and 16 Scottish and 28 Irish Representative Peers: total 616. There are also 12 Ladies who are Peeresses in their own right. Female succession may occur in the Imperial Peerage in any Barony of England which was conferred by writ of summons; but it is subject to the rule of *abeyance* whenever there are more than one daughter, sister, &c., eligible to succeed. There are also a few cases in which "special remainders" have been granted to female relatives in the absence of males. We use the term "Imperial" as including the three series of Peers of "England" (up to June 20, 1707), "Great Britain" (thence till close of 1800), and "United Kingdom" (1801 onward).

SCOTTISH AND IRISH PEERS.

There are in all 87 Scottish Peers and 175 Irish, but of the total 262 there are 133 possessing Imperial titles and 129 without them. Of the 87 Scottish, 51 have Imperial titles, and 16 are elected or re-elected every Parliament to sit in the Lords; and similarly of the 175 Irish 82 hold Imperial titles, and 28 are elected for life. Of the Imperial titles of the two kingdoms there are 76 which are inferior to the native ones, 30 are superior, 12 are identical in rank but differing in designation, and 15 are absolutely the same. Of the 3 Scottish Peeresses that of Melfort is subject to a degree of doubt, so that the lady does not assume it. There are other lines in the Scottish Peerage which are open to female succession, and this is not subject to abeyance as in England. In the Irish Peerage, on the other hand, the only titles open to female succession are the Massereene Viscounty and the La Poer Barony, the latter now held by the Marquess of Waterford. It will be observed that Ireland possesses a great advantage over Scotland in the Lords as it does in the Commons, its native Peers who hold Imperial titles numbering, as just stated, 82 as against 51 of Scotland, and its elected Representative Peers 28 as against 16. An Irish Peer who holds no Imperial title has also the special privilege of being able to seek election to the Commons for any constituency not in Ireland itself.

The *King* is addressed "Your Majesty."

The *Queen* is addressed as "Your Majesty."

The *Princes of the Blood Royal* are addressed as "Sir". The style of addressing an Archbishop is "My Lord Archbishop" or "Your Grace." Dukes are called "His Grace the Duke of ——" and addressed as "My Lord Duke" or "Your Grace". The eldest sons of Dukes and Marquesses take by courtesy their father's second title. The other sons and daughters are styled "Lord (Albert)", "Lady (Caroline)", etc. Marquesses are called "The Most Hon. the Marquis of ——" and addressed as "My Lord Marquess". *Earls.* They are called "The Right Hon. the Earl of ——" and are addressed as "My Lord". Their eldest sons take by courtesy the father's second title. The younger sons are styled the Honorable. The daughters are called "Lady". *Viscounts* are called "The Right Hon. the Viscount ——". They are addressed as "My Lord." The eldest sons of Viscounts and Barons are styled "Hon." as are their sisters, thus: Hon. George; Hon. Mary. *Bishops* are called "The Right Rev. the Lord Bishop of ——," and addressed as "My Lord." *Barons* are addressed as "My Lord."

The Table of Precedence is as follows:

The Sovereign.
The Prince of Wales.
Grandsons of the Sovereign.
Sovereign's Brothers.
Sovereign's Uncles.
Sovereign's Nephews.
Ambassadors.
Archbishop of Canterbury.
Lord High Chancellor.
Archbishop of York.
Prime Minister.
Lord Chancellor of Ireland.
Lord President of the Council.
Lord Privy Seal.
Five following State Officers if Dukes:
(1) Lord Great Chamberlain (on duty)
(2) Earl Marshal.
(3) Lord Stewart.
(4) Lord Chamberlain.
(5) The Master of the Horse.

Dukes, according to their Patents of Creation:

1. Of England; 2. Of Scotland; 3. Of

SOME INTERESTING THINGS ABOUT ENGLAND AND THE ENGLISH—*Continued.*

Great Britain; 4. Of Ireland; 5. Those created since the Union.

Eldest sons of Dukes of Blood Royal.
Five above State Officers if Marquesses.
Marquesses, in same order as Dukes.
Dukes' eldest Sons.
Five above State Officers if Earls.
Earls, in same order as Dukes.
Younger sons of Dukes of Blood Royal.
Marquesses' eldest Sons.
Dukes' younger Sons.
Five above State Officers if Viscounts.
Viscounts, in same order as Dukes.
Earl's eldest Sons.
Marquesses' younger Sons.
Bishops of London, Durham and Winchester.

All other English Bishops, according to their seniority of Consecration.
Five above State Officers if Barons.
Secretaries of State, if of the degree of a Baron.
Barons in same order as Dukes.
Speaker of the House of Commons.
Treasurer of H.M.'s Household.
Comptroller of H.M's Household.
Vice-Chamberlain of Household.
Secretaries of State under the degree of Baron.
Viscount's eldest Sons.
Earl's younger Sons.
Barons' eldest Sons.
Knights of the Garter if Commoners.
Privy Councillors if of no higher rank.
Chancellor of the Exchequer.
Chancellor of the Duchy of Lancaster.
Lord Chief Justice of England.
Master of the Rolls.
The Lords Justices of Appeal and President of the Probate Court.
Judges of the High Court.
Viscounts' younger Sons.
Barons' younger Sons.
Sons of Life Peers.
Baronets of either Kingdom, according to date of Patents.
Knights Grand Cross of the Bath.
Knights Grand Commanders of the Star of India.
Knights Grand Cross of St. Michael and St. George.
Knights Grand Commanders of the Indian Empire.
Knights Grand Cross of the Royal Victorian Order.
Knights Commanders of the above Orders.
Knights Bachelors.
Commanders of the Royal Victorian Order.
Judges of County Courts and Judges of the City of London Court.
Serjeants at Law.
Masters in Lunacy.
Companions of the Bath, Star of India.
St. Michael and St. George, Indian Empire.
Members 4th Class of the Royal Victorian Order.
Companions of the Distinguished Service Order.
Companions of the Imperial Service Order.
Eldest Sons of younger Sons of Peers.
Baronets' eldest Sons.
Eldest Sons of Knights in order of their Fathers.
Members 5th Class of the Royal Victorian Order.
Younger Sons of the younger Sons of Peers.
Younger Sons of Knights in the same order as their Fathers.
Naval, Military, and other Esquires by Office.

Women take the same rank as their husbands or as their eldest brothers; but the daughter of a Peer marrying a Commoner retains her title as Lady or Honorable. Daughters of Peers rank next immediately after the wives of their elder brothers, and before their younger brothers' wives. Daughters of Peers marrying Peers of lower degree take the same order of precedency as that of their husbands; thus the daughter of a Duke marrying a Baron degrades to the rank of Baroness only, while her sisters married to commoners retain their rank and take precedence of the Baroness. Merely official rank on the husband's part does not give any similar precedence to the wife.

THE ORDERS OF KNIGHTHOOD

Knights of the Most Noble Order of the Garter (K.G.)
Knights of the Most Ancient and Most Noble Order of the Thistle (K.T.)
Knights of the Most Illustrious Order of St. Patrick (K.P.)
Knights of the Bath.
Knights Bachelors.
Commanders of the Royal Victorian Order (C.V.O.)
Distinguished Service Order (D.S.O.)
Imperial Service Order (I.S.O.)
Victoria Cross (V.C.)
Order of Merit (O.M.)

The following information is of interest. The Lord Commissioners of the Admiralty consist of the First Lord; The First Sea Lord, Second Sea Lord, Third Sea Lord; Fourth Sea Lord; Civil Sea Lord and Secretaries, etc.

The College of Arms or Heralds' College is a curious institution. It consists of the Earl Marshal; three Kings of Arms; Garter, Clarenceux and Norroy. There are six Heralds: Chester, Lancaster, Somerset, Richmond, Windsor and York. There are four Poursuivants, Rouge Dragon, Portcullis, Rouge Croix and Bluemantle.

The "Great Law Officers of the Crown" receive large salaries: The Lord Chancellor draws £10,000, the Attorney General £7,000 and about £6,000 in fees ($63,180); Solicitor-General £6,000 and fees about £3,700 ($47,-000). The Lords of Appeal in Ordinary receive £6,000 each, as does the Master of the Rolls of the Supreme Court of Judicature. The Justices of the Chancery Division of the High Court of Justice receive £5,000 each. On the King's Bench Division the Lord Chief Justice of England receives the sum of £18,-000. Other officials are paid in proportion. We hear much of the low cost of labor in Great Britain, but the judiciary is certainly well paid.

The Admiral of the Fleet receives £2,190, Admiral £1,825, Rear Admiral £1,095. Vice-Admiral £1,460; Captain of the Fleet £1,095. Other Captains £602, £502, £411; Lieuten-

SOME INTERESTING THINGS ABOUT ENGLAND AND THE ENGLISH—*Continued.*

ant £182 to £292; Midshipmen £32, Naval Cadet £10; Seamen £23 to £36.

In the army the pay is small: thus a Colonel or Lieutenant-Colonel of Foot Guards receives only 18 shillings daily, while a private only draws 1/1, or about 27 cents; subsistence is of course additional.

The Archbishop of Canterbury is the "Archbishop and Primate of all England" and receives £15,000, while the Archbishop of York is the "Archbishop and Primate of England" and draws only £10,000. The Bishops receive all the way from £10,000 for the Bishop of London to £1,500 (Sodor and Man). The Bishops of the Episcopal Church in Scotland fare much worse, the stipend of the incumbent of the See of Brechin receiving £992, which grades down to the Bishop of Argyll with only £578. The Archbishop of the Church of Ireland (Disestablished) receives an income of £2,500, while no Bishop receives less than £1,200.

The number of Students at Oxford and Cambridge is not large according to the standards of our Universities. Thus Oxford has about 3,826 undergraduates, while Cambridge has about 3,699. The University of London had at the same time 3,987 "internal" students.

ANNUITIES TO THE ROYAL FAMILY.

The Land Revenues of the Crown have been collected on the public account since 1760, when King George III. surrendered them in return for a fixed annuity. These revenues produce about £550,000 annually, and the following list shows the annuities payable:—

		£
Their Majesties' Privy Purse	£110,000	
Salaries of Household....	125,800	
Expenses of Household...	193,000	
Royal Bounty and Works	33,200	
Unappropriated....	8,000	470,000
Prince of Wales.....		20,000
Princess of Wales.....		10,000
Princess Christian of Schleswig-Holstein.....		6,000
Princess Louise (Duchess of Argyll)...		6,000
Duke of Connaught.....		25,000
Duchess of Edinburgh.....		6,000
Duchess of Albany.....		6,000
Princess Beatrice (Henry of Battenberg).....		6,000
Duchess of Mecklenburg-Strelitz.....		3,000
Trustees for His Majesty's Daughters..		18,000

DEATH ABROAD.

In case of a death abroad, the nearest United States Consul should be notified without delay in order that the necessary formalities can be concluded. Many cases are on record where deaths have occurred to Americans where their families have been mulcted of heavy sums by hotel proprietors in France, and particularly in the city of Nice.

A new direct line between Canadian Atlantic ports and Australia and New Zealand has been announced.

SHORT DAY TRIPS FROM LONDON.

BRIGHTON. London, Brighton & South Coast Railway. The "Atlantic City" of England. (50½ miles.) Train journey averages 75 minutes. Cheap day and half-day excursions permitting several hours at the seaside nearly every day during the summer. Fares (round trip) from 2s. 6d. to 3s. 6d.; third class ordinary 8s. 5d.; by Pullman express (60 miles) 12s. Points of interest 5 mile promenade along sea-front; Pavilion, George IV.'s residence; Parish Church frequented by Dr. Johnson; Arundel Castle, Duke of Norfolk's residence at Arundel; Devil's Dyke for views over South Downs.

BURNHAM BEECHES. Great Western Railway (21 miles) or Great Central from Marylebone. Fares 3s.; third class (round trip) cheap tickets by certain trains 2s. 6d. 375 acres of the finest sylvan scenery in England. Should be visited in autumn to see it in its fullest glory. Stokes Pogis about two miles distant, the scene of Gray's famous elegy; Poet's tomb close to south wall of church.

CHALFONT ST. GILES. Rail, Metropolitan from Baker St. (21¾ miles) or by Great Central and Great Western Railways. Fare third class 2s. 2d. (round trip). Village containing Milton's Cottage where *Paradise Lost* was finished and *Paradise Regained* commenced about three miles from station. Admission 6d. Parties 3d. per person. About two miles farther on towards Beaconsfield is Jordan's, the solitary old Meeting House in the grounds of which are buried William Penn, together with his wife and children.

DORKING. London, Brighton & South Coast Railway. A typical old English town in beautiful rural surroundings. Famous because of Dickens' associations, and the "Markis o' Granby" of Weller notoriety.

GREAT YARMOUTH, Liverpool St. Frequent excursions during summer at special cheap fares. Popular pleasure resort on East Coast. Ipswich within easy distance.

HATFIELD. Great Northern Railway (17¾ miles). Fare (round trip) 2s. 11d. Hatfield House, the historic home of the Cecils, containing valuable artistic and historical treasures. Extensive Park. May be viewed when family is not in residence between Easter Monday and Aug. 1st. Tuesdays, Wednesdays and Thursdays from 2 to 5 p. m. by parties of less than 12 upon application to the housekeeper. Free, but gratuity to guide is advocated. Park open to those who can prove having slept the night before in Hatfield. No picnics permitted.

MAIDENHEAD. Great Western Railway (24½ miles). Fares 3s. (round trip). Beautiful views of upper river scenery, especially the reach below wooded Cliveden, the residence of Mr. W. W. Astor. Boulter's Lock, a scene of gaiety and dress on Sunday afternoons during summer. Ascot Sunday a gathering of fashion.

WALTHAM ABBEY. Great Eastern Railway or Midland (12¾ miles); fare third class 1s. 9d. (round trip). Ancient Abbey founded by Saxons where King Harold prayed night before setting out to offer battle to William the Conqueror at Hastings.

A TABLE OF THE KINGS AND QUEENS OF ENGLAND

Name.	DYNASTY.	Access.	Died.	Age.	Rgnd.
	Saxons and Danes.				
EGBERT	First King of all England	827	839	—	12
ETHELWULF	Son of Egbert	839	858	—	19
ETHELBALD	Son of Ethelwulf	858	860	—	2
ETHELBERT	Second son of Ethelwulf	858	866	—	8
ETHELRED	Third son of Ethelwulf	866	871	—	5
ALFRED	Fourth son of Ethelwulf	871	901	52	30
EDWARD THE ELDER	Son of Alfred	901	925	55	24
ATHELSTAN	Eldest son of Edward	925	940	45	15
EDMUND	Brother of Athelstan	940	946	25	6
EDRED	Brother of Edmund	946	955	—	9
EDWY	Son of Edmund	955	958	18	3
EDGAR	Second son of Edmund	958	975	32	17
EDWARD THE MARTYR	Son of Edgar	975	979	—	4
ETHELRED II	Half-brother of Edward	979	1016	48	37
EDMUND IRONSIDE	Eldest son of Ethelred	1016	1016	27	—
CANUTE	By conquest and election	1017	1035	40	18
HAROLD I	Son of Canute	1035	1040	—	5
HARDICANUTE	Another son of Canute	1040	1042	—	2
EDWARD THE CONFESSOR	Son of Ethelred II	1042	1066	62	24
HAROLD II	Brother-in-law of Edward the Confessor	1066	1066	—	0
	The House of Normandy.				
WILLIAM I	Obtained the Crown by conquest	1066	1087	60	21
WILLIAM II	Third son of William I	1087	1100	43	13
HENRY I	Youngest son of William I	1100	1135	67	35
STEPHEN	Third son of Stephen, Count of Blois, by Adela, fourth daughter of William I	1135	1154	50	19
	The House of Plantagenet				
HENRY II	Son of Geoffrey Plantagenet, by Matilda, only daughter of Henry I	1154	1189	56	35
RICHARD I	Eldest surviving son of Henry II	1189	1199	42	10
JOHN	Sixth and youngest son of Henry II	1199	1216	50	17
HENRY III	Eldest son of John	1216	1272	65	56
EDWARD I	Eldest son of Henry III	1272	1307	68	35
EDWARD II	Eldest surviving son of Edward I	1307	1327	43	20
EDWARD III	Eldest son of Edward II	1327	1377	65	50
RICHARD II	Son of the Black Prince, eldest son of Edward III	1377	Dep. 1399	34	22
	The House of Lancaster.				
HENRY IV	Son of John of Gaunt, fourth son of Edward III	1399	1413	47	13
HENRY V	Eldest son of Henry IV	1413	1422	34	9
HENRY VI	Only son of Henry V. (died 1471)	1422	Dep. 1461	49	39
	The House of York.				
EDWARD IV	His grandfather was Richard, son of Edmund, fifth son of Edward III.; and his grandmother, Anne, was great-grand-daughter of Lionel, third son of Edw. III	1461	1483	41	22
EDWARD V	Eldest son of Edward IV	1483	1483	13	0
RICHARD III	Younger brother of Edward IV	1483	1485	35	2
	The House of Tudor.				
HENRY VII	Son of Edmund, eldest son of Owen Tudor, by Katherine, widow of Henry V.; his mother, Margaret Beaufort, was great-granddaughter of John of Gaunt	1485	1509	53	24
HENRY VIII	Only surviving son of Henry VII	1509	1547	56	38
EDWARD VI	Son of Henry VIII. by Jane Seymour	1547	1553	16	6
MARY I	Daughter of Henry VIII. by Katherine of Arragon	1553	1558	43	5
ELIZABETH	Daughter of Henry VIII. by Anne Boleyn	1558	1603	70	44

SOVEREIGNS OF SCOTLAND FROM A. D. 1057 TO THE UNION OF THE CROWNS.

Names.	Began to Reign.	Names.	Began to Reign.
Malcolm (*Ceanmohr*)	1057, April	Robert II. (Stewart)	1371, Feb. 22
Donald (*Bane*)	1093, Nov.	Robert III.	1390, April 12
Duncan	1094, May	James I.	1406, April 4
Donald (*Bane*) rest.	1095, Nov.	James II.	1437, Feb. 20
Edgar	1097, Sept.	James III.	1460, Aug. 3
Alexander I.	1107, Jan. 8	James IV.	1488, June 11
David I.	1124, April 27	James V.	1513, Sept. 9
Malcolm (*Maiden*)	1153, May 24	Mary	1542, Dec. 16
William (*The Lion*)	1165, Dec. 9	Francis and Mary	1558, April 24
Alexander II	1214, Dec. 4	Mary	1560, Dec. 5
Alexander III	1249, July 8	Henry and Mary	1565, July 29
Margaret of Norway	1286, Mar. 19	Mary	1567, Feb. 10
John Baliol	1292, Nov. 17	James VI.	1567, July 29
Robert I. (Bruce)	1306, Mar. 27	(Ascended the throne of England as James I., 24th March, 1603.)	
David II.	1329, June 7		

KINGS AND QUEENS OF GREAT BRITAIN.

Name.	DYNASTY.	Access.	Died.	Age	Rgnd.
	The House of Stuart.				
JAMES I. (VI. of Scot.)	Son of Mary, Queen of Scots, granddau. of James IV. and Margaret, dau. of Henry VII.	1603	1625	59	22
CHARLES I.	Only surviving son of James I.	1625	Beh. 1649	48	24
CHARLES II.	Eldest son of Charles I. (restored 1660)	1649	1685	55	36
	Commonwealth declared May 19, 1649.				
	Oliver Cromwell, Lord Protector, 1653-8. Richard Cromwell, Lord Protector, 1658-9.				
JAMES II. (VII. of Scot.)	Second son of Charles I. (died 16 Sept., 1701) Interregnum, Dec. 11, 1688—Feb. 13, 1689)	1685	Dep. 1688 Dec. 1701	68	3
WILLIAM III. and MARY II.	Son of William Prince of Orange, by Mary, daughter of Charles I. Eldest daughter of James II.	1689	1702 1694	51 33	13 6
ANNE	Second daughter of James II.	1702	1714	49	12
	The House of Hanover.				
GEORGE I.	Son of Elector of Hanover, by Sophia, daughter of Elizabeth, daughter of James I.	1714	1727	67	13
GEORGE II.	Only son of George I.	1727	1760	77	33
GEORGE III.	Grandson of George II.	1760	1820	81	59

KINGS AND QUEENS OF THE UNITED KINGDOM.

Name.	DYNASTY.	Access.	Died.	Age.	Rgnd.
	The House of Hanover—continued.				
GEORGE III.	(Regency commenced 5th February, 1811)	1801	1820	81	59
GEORGE IV.	Eldest son of George III.	1820	1830	68	10
WILLIAM IV.	Third son of George III.	1830	1837	72	7
VICTORIA	Daughter of Edward, 4th son of George III.	1837	1901	81	63
	The House of Saxe-Coburg.				
EDWARD VII.	Eldest son of Queen Victoria	1901	WHOM GOD PRESERVE		

WELSH SOVEREIGNS AND PRINCES.

INDEPENDENT PRINCES, A.D. 840 to 1282.

Roderick the Great	840
Anarawd, son of Roderick	877
Howel Dda, the Good	942
Iefan and Iago	948
Howel ap Iefan, the Bad	972
Cadwallon, his brother	984
Meredith ap Owen ap Howel Dda	985
Idwal ap Meyric ap Idwal Voel	992
Llewellyn ap Sitsyllt	1015
Iago ap Idwal ap Meyric	1023
Griffith ap Llewellyn ap Sitsyllt	1034
Bleddyn	1063
Trahaern ap Caradoc	1073
Griffith ap Cynan	1079
Owain Gwynedd	1136
David ap Owain Gwynedd	1169
Llewellyn the Great	1194
David ap Llewellyn	1240
Llewellyn ap Griffith, last Prince, 1246; slain	1282

ENGLISH PRINCES, A.D. 1284 to 1901.

Edward of Carnarvon (King Edward II), born 1284; created Prince of Wales	1301
Edward the Black Prince, s. of Edwd. III	1343
Richard (Richard II.,) s. of the Black Prince	1377
Henry of Monmouth (Henry V.)	1399
Edward of Westminster, son of Henry VI.	1454
Edward of Westminster (Edward V.)	1472
Edward, son of Richard III. (d. 1484)	1483
Arthur Tudor, son of Henry VII	1489
Henry Tudor (Hen. VIII.), s. of Henry VII.	1503
Henry F. Stuart, son of James I. (d. 1612)	1610
Charles Stuart (Charles I.), s. of James I.	1616
Charles (Charles II.), son of Charles I.	1630
George Augustus (Geo. II.), s. of George I.	1714
Frederick Lewis, s. of George II. (d. 1751)	1727
George William Frederick (George III.)	1751
George Augustus Frederick (George IV.)	1762
Albert Edward (Edward VII.)	1841
George Frederick Ernest Albert	1901

PRESIDENTS OF THE UNITED STATES OF AMERICA.

Declaration of Independence....4 July	1776
Gen. Washington first Pres., 1789 and	1793
John Adams	1797
Thomas Jefferson 1801 and	1805
James Madison 1809 and	1813
James Monroe 1817 and	1821
John Quincy Adams	1825
Andrew Jackson 1829 and	1833
Martin Van Buren	1837
William Henry Harrison (died 4 April)	1841
John Tyler (elected as Vice-President)	1841
James Knox Polk	1845
Zachary Taylor (died 9 July, 1850)	1849
Millard Fillmore (elected as Vice-Pres.)	1850
Franklin Pierce	1853
James Buchanan	1857
Abraham Lincoln (assas. 14 April, 1865) 1861 and	1865
Andrew Johnson (elected as Vice-Pres.)	1865
Ulysses S. Grant 1869 and	1873
Rutherford Burchard Hayes	1877
James A. Garfield (assas. 19 Sept., 1881)	1881
Chester A. Arthur (elected as Vice-Pres.)	1881
Grover Cleveland	1885
Benjamin Harrison (b. 20 Aug., 1833)	1889
Grover Cleveland (elected second time)	1893
Wm. McKinley (assas. 14 Sept. 1901) 1897 &	1901
Theo. Roosevelt (elect. as V.-Pr. 1901) &	1905
William Howard Taft	1909

FRENCH DYNASTIES AND SOVEREIGNS

The Merovingians.

Clovis, "The Hairy," King of the Salic Franks	428
Childeric III., last of the race	737

The Carlovingians.

Pepin, "The Short," son of Charles Martel	752
Charlemagne, the Great, Emp. of the West	768
Louis V., "The Indolent," last of the race	986

The Capets.

Hugh Capet, "The Great"	987
Louis IX. "St. Louis"	1226
Philip, "The Hardy"	1270
Philip, "The Fair"	1285
Louis X.	1314
John I.	1316
Philip, "The Long"	1316
Charles IV., "The Handsome"	1322

The House of Valois.

Philip VI., de Valois, "The Fortunate"	1328
John II., "The Good"	1350
Charles V., "The Wise"	1364
Charles VI., "The Beloved"	1380
Charles VII., "The Victorious"	1422
Louis XI.	1461
Charles VIII.	1483
Louis XII.	1498
Francis I.	1515
Henry II.	1547
Francis II.	1559
Charles IX.	1560
Henry III., last of the race	1574

The House of Bourbon.

Henry IV., "The Great," King of Navarre	1589
Louis XIII., "The Just"	1610
Louis XIV., "The Great," Dieudonné	1643
Louis XV., "The Well-beloved"	1715
Louis XVI. (guillotined 21 Jan., 1793)	1774
Louis XVII. (never reigned)	1793

The First Republic.

The Nat. Convention first sat....21 Sept.	1792
The Directory nominated..... 1 Nov.	1795

The Consulate.

Bonaparte, Cambacérès, and Lebrun 24 Dec.	1799

The First Empire.

Napoleon I. decreed Emperor...18 May	1804
Napoleon II. (never reigned) died 22 July	1832

The Restoration.

Louis XVIII. re-entered Paris.. 3 May	1814
Charles X. (dep. 30 July, 1830; d. 6 Nov. 1836	1824

FRENCH DYNASTIES AND SOVEREIGNS—*Continued*

The House of Orleans.

Louis Philippe, King of the French.... 1830
(Abdicated 24 Feb., 1848; d. 26 Aug., 1850.)

The Second Republic.

Provisional Government formed 22 Feb. 1848
Louis Napoleon elected Pres.... 19 Dec. 1848

The Second Empire.

Napoleon III. elected Emperor..22 Nov. 1852
(Deposed 4 Sept., 1870; died 9 Jan., 1873).

Third Republic.

Committee of Public Defence.... 4 Sept. 1870
M. Thiers elected President.... 31 Aug. 1871
Marshal MacMahon elected Pres. 24 May 1873
Jules Grévy (first) elected Pres...30 Jan. 1879
Marie F. S. Carnot, elected Pres.. 3 Dec. 1887
Jean Casimir Perier elected Pres..27 June 1894
François Félix Faure elec. Pres..17 Jan. 1895
Emile Loubet elected President..18 Feb. 1899
Armand Fallières elected Pres...18 Jan. 1909

GERMANY—AUSTRIA-HUNGARY

Ferdinand III., Son of Emp. Ferdinand II. 1637
Leopold I., Son of Ferdinand..... 1658
Joseph I., Son of Leopold..... 1705
Charles VI., Brother of preceding..... 1711
Maria-Theresa of Hungary and Bohemia 1740
Charles VII., Elector of Bavaria..... 1742
Francis I., Husband of Maria-Theresa... 1745
Joseph II., Son of preceding..... 1765
Leopold II., Brother of preceding..... 1790
Francis II. { as last Emperor of Germany 1792
Francis I. { as first Emperor of Austria 1804
Ferdinand (Abdicated 1848)..... 1835
Francis-Joseph (Nephew)..2 December 1848

PRUSSIA-GERMANY

Albert I., First Elector of Brandenburg.. 1134
John-Sigismund, Elector, Duke of Prussia 1616
George-William, Elector, Duke of Prussia 1619
Frederick-William, "The Great Elector". 1640
Frederick, 1688; Crowned King of Prussia 1701
Frederick-William I..... 1713
Frederick II., "The Great"..... 1740
Frederick-William II..... 1786
Frederick-William III..... 1797
Frederick-William IV..... 1840
William I., First German Emperor (1871) 1860
Frederick, Second German Emperor..... 1888
William II., Third German Emperor.... 1888

EMPERORS OF RUSSIA.

1689 Peter I.....died 28 Jan. 1725
1725 Cath. I., Mistress of Peter, d. 17 May 1727
1727 Peter II., died 1730; 1730, Ann, died 29 Oct. 1740
1740 Ivan VI., imprisoned 1741, assass. 1764
1741 Elizabeth.....died 5 Jan. 1762
1762 Peter III...assassinated. 14 July 1762
1762 Cath. II., Wife of Pet. III., d. 17 Nov. 1796
1796 Paul.....assassinated 24 Mar. 1801
1801 Alexander I.....died 1 Dec. 1825
1825 Nicholas I.....died 2 Mar. 1855
1855 Alexander II., assassinated 13 Mar. 1881
1881 Alexander III.....died 1 Nov. 1894
1894 Nicholas II., began to reign.

POPES OF ROME.

Adrian IV. (Nicholas Brakespeare, the only Englishman elected Pope; born at St. Albans; died Sept., 1159)..... 1154
Innocent XIII....Conti..... 1721
Benedict XIII....Orsini..... 1724
Clement XII.....Corsini..... 1730
Benedict XIV....Lambertini..... 1740
Clement XIII....Rezzonico..... 1758
Clement XIV.....Ganganelli..... 1769
Pius VI.....Braschi..... 1775
Pius VII.....Chiaramonti..... 1800
Leo XII.....della Genga..... 1823
Pius VIII.....Castiglioni..... 1829
Gregory XVI.....Cappellari..... 1831
Pius IX.....Mastai-Ferretti..... 1846
Leo XIII.....Pecci..... 1878
Pius X.....Sarto (born 2 June 1835) 1903

From Whitaker's Almanack, 1910.—*For more detailed information, see the Almanach de Gotha.*

RADIO-ACTIVE SPRINGS IN ENGLAND.

The discovery that the water in the old Trenwith mine at St. Ives is more highly radio-active than water anywhere else in England is reported by Consul Joseph G. Stephens. He says that it will be of great medicinal value for gout, rheumatism, eczema, and nervous disorders, for which patients are already visiting the springs. St. Ives also has an artist colony, among whom are many Americans.

Under the new American Tariff Act, works of art over twenty years of age, and antiques over a hundred years old, can be imported free of duty. This has resulted in a vastly increased volume of shipments of value ten times greater than any similar period of the preceding year, before the new tariff went into effect.

THE SEVEN WONDERS OF THE WORLD

The Seven Wonders of the World, so-called, or rather the Seven Wonders of the Ancient World, were as follows: The Pharos of Alexandria; The Colossus of Rhodes; The Great Temple of Diana at Ephesus; The Hanging Gardens of Babylon; The Pyramids; The Tomb of Mausolus; and the Great Statue of Jupiter at Olympia. All of the Seven Wonders were situated on the shores of the eastern part of the Mediterranean. If th Greek writers had been better acquainted with the north of Europe or the south of Asia, they would probably have made a different selection.

A line of steamers from Canada to Austria has been projected.

THE ARRIVAL

BRITISH PORTS

QUEENSTOWN.

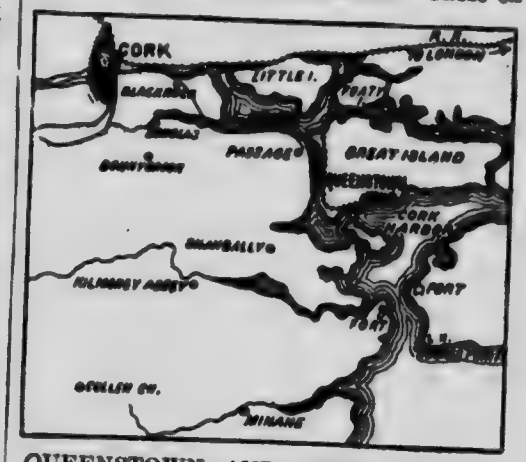
QUEENSTOWN, the Irish port of call of the Cunard and the White Star (Liverpool Service) Steamers, is a convenient disembarkation point for those who are desirous of visiting Ireland en route to England and the European Continent. An efficient Tender service is in commission, affording passengers every comfort in landing. Ireland has many scenic attractions, Killarney, etc., and an efficient train service prevails to reach all

FASTNET LIGHT.

points of interest. Dublin is reached in about four hours from Queenstown, and from Dublin crossing can be effected to England *via* Holyhead by the old-established lines of steamers, viz., the City of Dublin Steam Packet Company and the London & North Western Ry. Other convenient crossings from Ireland to Great Britain are

Greenore *via* Holyhead
Belfast " Fleetwood
Belfast " Larne and Stranraer

Railway officials meet the steamers on arrival at Queenstown, and afford passengers every assistance and information. Those en



QUEENSTOWN AND CORK HARBOR.

route to England should inquire for Mr. Wm. Stirling, Agent, L. & N. W. Ry., who is prepared to look specially after their requirements. Tourists and others landing at Queenstown can obtain all information re-

FISHGUARD

garding travel in Ireland on application to the American Office of the Great Southern & Western Ry. (Ireland), No. 287 Fifth Avenue, New York. Queenstown has just been abandoned by the Cunard Line as regards her fastest steamers.

FISHGUARD.

The new port of call at Fishguard has produced some new conditions in the English transportation field. The following is some valuable information relative to disembarking at this place:

The inauguration of Fishguard as a port of call has brought New York 5 hours nearer to London.

Fishguard Bay is protected on the east, south and west by headlands and hills 300 or 400 feet high, and to the north by a substantial breakwater 2,000 feet in length. The bay is 6 miles across. Commodious steam tenders meet all liners on arrival at Fishguard and convey passengers to the landing stage. Fishguard Harbor station is on the quay, and on landing passengers only have a few yards to walk to join the trains in waiting. Ample refreshment and waiting room accommodation is provided, while on a commanding position above the quays, and overlooking the bay, the G. W. R. Co. have under their own management the Fishguard Bay Hotel (late "Hotel Wyncliffe"), where passengers desirous of breaking the journey at Fishguard and spending a day or two in enjoying the attrac-

FISHGUARD HARBOR
With Mauretania in distance

tions of the neighborhood will find every comfort. Passengers are relieved of all trouble in connection with their baggage by the G. W. R. Staff, who will land it, unpack for Customs examination, repack, and register and label it to destination, free of charge. Baggage can be warehoused at a small charge, if desired, or it will be sent by passenger train to the destination station *free* (if within weight allowed) and warehoused there. The company will also, if required, arrange for its *delivery* at destination at a moderate charge. Heavy

OLD HEAD OF KINSALE LIGHT, IRELAND.

luggage can be left in charge of the dock officials, to be forwarded by goods train, at goods train rates. A cable and telegraph office is situated at the landing pier for transmitting messages to all parts of the world.

Special express trains will be run from Fishguard as soon as the passengers are landed from the ocean steamers.

Passengers for Paris, and the Continent generally, by landing at Fishguard reach their destination practically a day earlier than by any other route. The special boat trains will be equipped with restaurant cars, and if a night journey is made, with a sleeping car.

If the number of passengers landing from an ocean steamer on any occasion does not warrant the running of a special train throughout, the regular schedule of express trains will be available, through carriage accommodation to London being provided.

The following fares are in operation for ocean passengers landing at Fishguard:

Fishguard to	Single Journey			
	English Currency		American Currency	
	1st Cl.	3d Cl.	1st Cl.	3d Cl.
London (Paddington)	s. d. 34 0	s. d. 19 0	$ c. 8 50	$ c. 4 75
Bath	27 6	14 4	6 90	3 60
Birmingham	29 0	1411	7 25	3 75
Bristol	25 9	13 4	6 45	3 35
Cardiff	18 9	910	4 70	2 50
Oxford	35 0	18 0	8 75	4 50
Stratford	30 0	15 6½	7 50	3 90
Paris (via Dover)	99 8	59 8	25 0	15 0
Paris (via Folkestone)	93 0	54 8	23 25	13 70

A Comfortable Sidewheel Tender at Queenstown.

Single tickets and outward halves of return tickets between Fishguard and London are available for three months if purchased in America, or if issued in exchange for vouchers obtained in America. In other circumstances they are available for ten days. Passengers are permitted to break the journey at any station on the route, provided the journey be completed within the periods named above. Return tickets are available for six months.

The time taken to trans-ship mail and passengers at Fishguard is remarkably

short, as may be seen by the annexed figures which are for the disembarking of passengers and mail at Fishguard on Aug. 30, 1909, from the "Mauretania":

Time Table of Transfer Operations.

	P. M.
Sighted off Strumble Head.....	12.48
"Mauretania" dropped anchor ..	1.17
Mail Tender alongside.....	1.25
Mail Tender left.....	1.42
Passenger Tender alongside.....	1.33
Passenger Tender left.....	1.57
"Mauretania" departed	2.0

Time Table of Special Train.

		P. M.
Mail Train —	Fishguard Ocean Quay dep.....	2.7
	Paddington	6.40
1st Passenger Train—	Fishguard Harbor Station dep..	2.52
	Paddington arr..	7.28
2nd Passenger Train—	Fishguard Harbor Station dep.	3.5
	Paddington	7.56

HOLYHEAD.

HOLYHEAD, situated on the West Coast of the Isle of Anglesea, off the North Wales Coast, is the port of call, weather and other conditions permitting, of the White Star (Liverpool Service) Steamers, eastbound, during the season April 1st to October 31. Disembarkation is effected in a modern and comfortable manner, and, on landing, passengers will find in readiness a Special Corridor Train for London, accomplishing the journey in about six hours. The route of the Holyhead American Special is along the picturesque coast line of North Wales, a most favorable and interesting section for Tourists. Chester is passed through en route, then Crewe and Rugby. The fast and luxurious train follows the main line of the London & North Western Ry. and places passengers at Euston Station, a most convenient centre for all hotels and points in London. Those who do not wish to proceed to London direct can take advantage of landing at Holyhead to visit the scenic and seaside resorts of North Wales. Many Coaching Tours in connection with Rail Travel will be found convenient to visit the Pass of Llanberis, Snowdon, Bettws-Y-Coed, etc. The L. & N. W. Ry. maintains a first class Hotel at Holyhead. Moderate Charges. Special booklets and information regarding North Wales can be

THE LANDING STAGE AT RIVERSIDE STATION, LIVERPOOL.

obtained at the American Office of the L. & N. W. Ry., No. 287 Fifth Avenue, New York.

LIVERPOOL AND RIVERSIDE STATION TO LONDON, ETC.

Liverpool, the home port of many important British Steamship Lines, is located on the river Mersey, North West section of England, geographically convenient to all parts of the British Isles and within 4-hours train run of London. For the convenience of trans-Atlantic passengers, Riverside Railway Station (adjoining the Landing Stage) affords a direct Special Train Service to London, run on arrival of the principal steamers from America. These trains are of the corridor class, Dining Cars, Etc. Disembarkation at Liverpool obviates landing by tender, the transfer being effected direct from the ocean steamer to the train in waiting. The route between Liverpool and London via the London & North Western Ry. is very interesting and comprehensive. The fast American Specials travel *via* Crewe, Stafford, and Rugby, the direct, original, and shortest route between Liverpool and London. The extensive area covered by the London & North Western Ry. will, however, permit passengers to travel, at the ordinary rates between Liverpool and London, by several optional routes to visit the historical places as follows: Chester (Cathedral, Roman Walls, etc., gateway for North Wales); Manchester, Shrewsbury, Crewe, Lichfield, (for the noted three-spired Cathedral), Nuneaton (for George Eliot's Country); Birmingham; Coventry; Kenilworth, Leamington, (for Warwick and Stratford-on-Avon. The most interesting manner of visiting Shakespeare's Country is to make Leamington a centre and drive through rural England visiting Kenilworth, Warwick, and Stratford-on-Avon. Carriage charges are moderate); Rugby (for its noted Schools, Dr. Arnold's;) Northampton (for Washington's ancestral home); Bletchley (convenient junction for the Universities Oxford and Cambridge).

"OCEAN SPECIAL," LEAVING FISHGUARD.

The route from Liverpool to the North is likewise convenient for those who wish to visit the English Lakes or Scotland. The London & North Western issue an exceptionally interesting assortment of literature which can be obtained on application to the American Office of the Company. No. 287 Fifth Avenue, New York City. "Hold" Baggage can be checked direct from hotel or residence in New York to London, delivered, *via* Liverpool, Cunard and White Star Line Steamers, on application to the office above.

The following information for ocean passengers landing at Liverpool is furnished by the Great Western Railway Co., 355 Broadway, New York. Trains start from Birkenhead, connected by ferry with Liverpool. London is also reached by the Midland Railway, the terminus of which is at St. Pancras Station in Euston Road; by the Great Northern Railway, the terminus of which in London is at King's Cross, and by the new Great Central Railway, the terminus of which is at the Marylebone Station. Space forbids a comparison of the merits of the accommodations, etc., on the different roads. Folders and booklets will be found in abundance in the station at Liverpool and on the steamers.

EDDYSTONE LIGHTHOUSE.

There are several routes between the port of Liverpool and London, and travelers have the choice of the following, and are permitted to break the journey at any station *en route*, provided the journey be completed within the specified time.

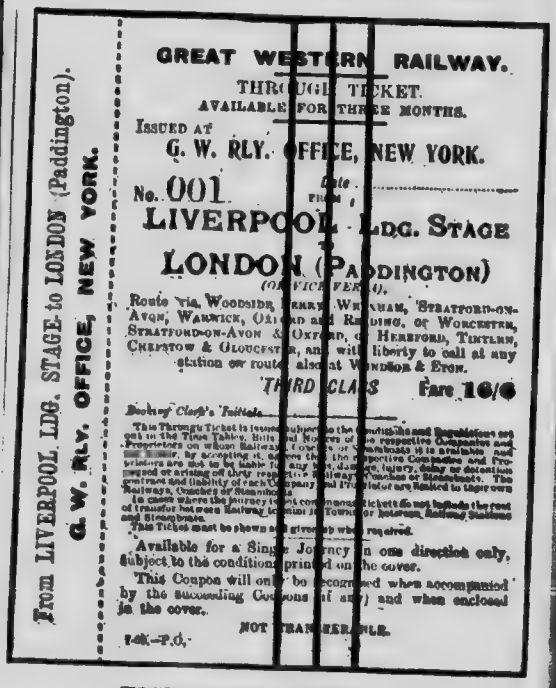
1. The "Royal" Shakespeare route — skirting the border of Wales and passing through Chester, Shrewsbury, Birmingham, Warwick, Leamington, Stratford-on-Avon, Oxford, Reading, Slough and Windsor.

2. The Severn Valley and Worcester route—passing through Chester, Shrewsbury, Bridgnorth, Worcester, Stratford-on-Avon, Oxford, Slough and Windsor.

LIVERPOOL AND THE MERSEY.

3. The Hereford, Ross and Gloucester route—passing through Chester, Shrewsbury, Ludlow, Hereford, Ross, Monmouth, Tintern, Chepstow, Gloucester, Slough and Windsor.

4. The Hereford, Bristol and Bath route, at slightly increased fares—pass-


From LIVERPOOL LDG. STAGE to LONDON (Paddington).
G. W. RLY. OFFICE, NEW YORK.

GREAT WESTERN RAILWAY.
THROUGH TICKET.
AVAILABLE FOR THREE MONTHS.
ISSUED AT
G. W. RLY. OFFICE, NEW YORK.
No. 001 Date
FROM
LIVERPOOL LDG. STAGE
TO
LONDON (PADDINGTON)
(OR VICE VERSA).
Route via Woodside Ferry, Wrexham, Stratford-on-Avon, Warwick, Oxford and Reading, or Worcester, Stratford-on-Avon & Oxford, or Hereford, Tintern, Chepstow & Gloucester, and with liberty to call at any station en route, also at Windsor & Eton.
THIRD CLASS Fare 16/6
Booking Clerk's Initials
This Through Ticket is issued subject to the Conditions and Regulations set out in the Time Tables, Bills and Notices of the respective Companies and Proprietors on whose Railways, Coaches or Steamboats it is available and not liable, by accepting it, agrees that the respective Companies and Proprietors are not to be liable for any loss, damage, injury, delay or detention caused or arising off their respective Railways, Coaches or Steamboats. The contract and liability of each Company and Proprietor are limited to their own Railways, Coaches or Steamboats.
In cases where the journey is not continuous ticket do not include the cost of transfer between Railway terminal Towns or between Railway Stations and Steamboats.
This Ticket must be shown and given up when required.
Available for a Single Journey in one direction only, subject to the conditions printed on the cover.
This Coupon will only be recognised when accompanied by the succeeding Coupons (if any) and when enclosed in the cover.
NOT TRANSFERABLE.
14K—P.O.

TICKET TO LONDON.

ing through Chester, Shrewsbury, Ludlow, Hereford, Abergavenny, Bristol, Bath, Slough and Windsor.

Or, if it is desired to reach the Continent *direct* from Liverpool without making any stay in England, travelers are able to join through carriages at Birkenhead (Liverpool) for Folkestone or Dover via Reading.

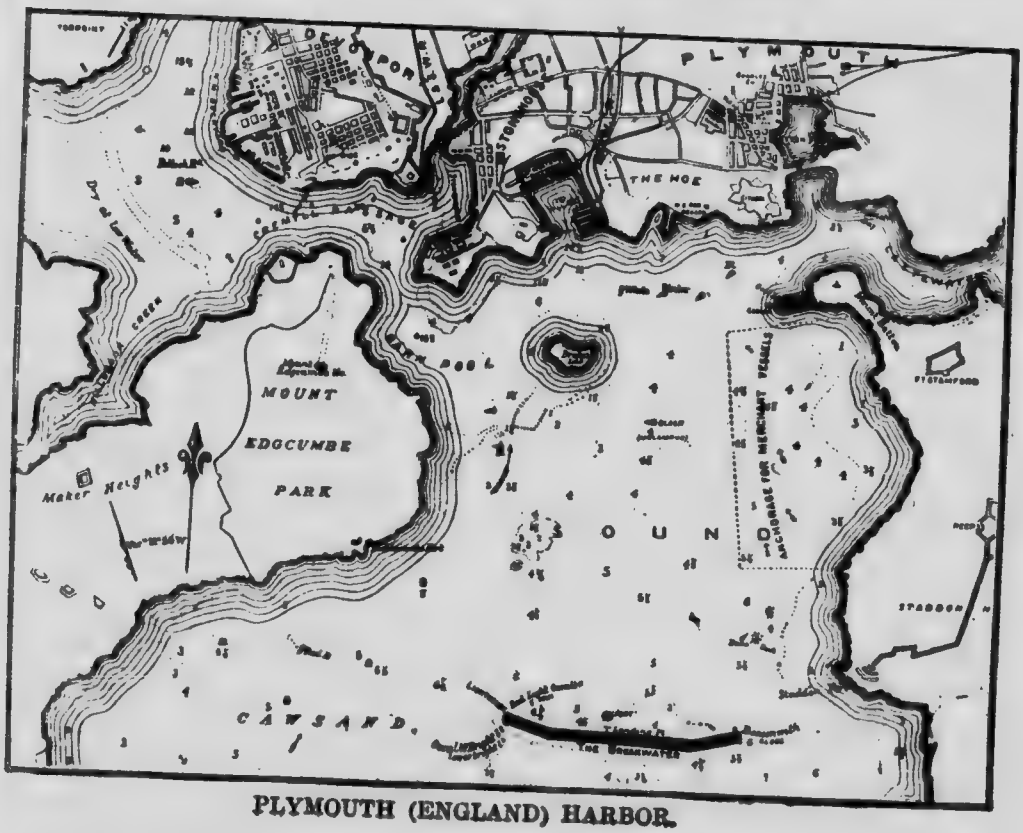
The Great Western Railway Co.'s representative meets the steamers, on their arrival at Liverpool, to render assistance to passengers by the Great Western Line.

Passengers taking or holding through tickets to London incur no expense at Liverpool, as, after passing their baggage through the Custom House, dock porters transfer it at no cost to the owners, who need not leave the landing stage, where through tickets can be obtained at the Great Western Co.'s office in the Custom House waiting room.

Heavy luggage can, if so desired, be checked through to London direct or any station on the Great Western Railway, and no charge for conveyance by rail is made if within the weight allowed free.

The company will also arrange, upon payment of 6d. per package, for the luggage to be delivered at any hotel or residence within a certain radius at the principal places served by the Great Western Railway.

PRINCIPAL CHANNEL PORTS AND LIGHTS.



PLYMOUTH (ENGLAND) HARBOR.

THE TENDER "CHESHIRE"
In Plymouth Harbor, carrying the Mail.

DISEMBARKING AT PLYMOUTH
Notice the Reinforced Plating of the "George Washington."

The company's agent at 11 James Street, Liverpool, will, on receipt of a telegram from Queenstown, arrange for the retention of compartments in through carriages. Compartments are retained for four first class, or six second or third class passengers, or on payment of the fares for these numbers. New York Office, 355 Broadway, New York.

CHANNEL ROUTE.

The Scilly Islands, lying off Land's End, come first into view, and from Bishop's Rock Light notice of the ship's arrival has been sent by wire, then as the ship is steered on her course, the Cornish Coast is seen, and the Lizard Lighthouse also reports the ship's progress. Ere long the Eddystone light is visible, and 11 miles distant is:

PLYMOUTH. The steamer anchors in the roadstead and tenders come alongside promptly for the passengers, baggage and mails.

Passengers landing here can proceed by special train (4½ hours) for London, or they can explore the beautiful Devonshire country, visiting the fashionable watering places, particularly Ilfracombe, which Charles Kingsley said, "combines the soft warmth of south Devon with the bracing freshness of the Welsh Mountains," and then proceed by slow stage to London and view the fascinating Cathedral towns, Exeter and Salisbury, *en route*, or there are good connections for jauntings through Cornwall, Wales or the Shakespeare country.

Passengers landing at Plymouth, England, can make the journey by either the Great Western Railway or the London and Southwestern Railway; both routes run through fine country, and the railway connections are excellent. On the Great Western there is a choice of routes to London which are available for their communication. The following information will prove of interest:

1. The new direct short route via Exeter, Taunton, Westbury, Newbury and Reading (inaugurated July 2, 1906).
2. The "Cathedral" Route, via Exeter, Bristol, Severn Tunnel, Hereford, Worcester, Stratford, Leamington, Oxford and Reading.
3. The "Royal" Route, via Exeter, Bristol, Bath, Swindon and Reading.
4. The Westbury and Salisbury Route.

Or, if it is desired to reach the Continent direct without making any stay in England, a through route to the Continent is provided via Reading and Folkestone or Dover.

The Great Western is the Royal and Mail Route to London, and upon several occasions has conveyed the mails from Plymouth to London in *less than four hours*.

Passengers landing at Plymouth practically save the whole of the time occupied by the voyage up the English Channel and the River Thames.

By arrangement with the shipping companies well appointed and commo-

THE PLYMOUTH EXPRESS RUNS TO LONDON IN FOUR HOURS AT PHENOMENAL SPEED

dious steam tenders meet vessels on arrival at Plymouth, and passengers are taken by these tenders direct to the landing stage, which is near the center of the town.

A Great Western Railway official travels with all tenders between the ship and landing stage and will be pleased to supply passengers with particulars relating to train service, booking of seats, etc.

The railway staff relieve passengers of all trouble in connection with their baggage. Dock porters land it, unpack for Customs examination, repack, and afterward register and label it to destination *free of charge*.

Baggage can be warehoused at Plymouth at a small charge, if desired, or it will be sent by passenger train to the destination station *free* (if within weight allowed) and warehoused there.

The railway company will also, if required, arrange for its *delivery* at destination at a moderate charge.

Heavy luggage can be left in charge of the dock officials, to be forwarded by goods train, at goods train rates, and a charge of 10d. per package dock dues.

Waiting and retiring rooms are provided at the docks immediately contiguous to, and communicating with, the Customs baggage warehouse.

A buffet is provided in the waiting room, where, in addition to light refreshments, luncheon or tea baskets can be procured or ordered for supply at stations *en route*.

A post office clerk is in attendance in the waiting room for the purpose of receiving and despatching telegrams.

Special express trains will be run from the docks at Plymouth as soon as the passengers are landed from the ocean steamers.

The special trains from Plymouth to London perform the journey in a little over four hours. Restaurant cars are run on the trains, and sleeping cars on the night trains.

If the number of passengers landing on any occasion does not warrant the running of a special train throughout, the regular schedule of express trains will be available, through carriage accommodation to London being provided.

For the convenience of passengers small tables are provided on application, at a charge of 6d. each, in the compartments of the special trains.

Cabs will in all cases be in attendance at the baggage warehouse for passengers who are desirous of proceeding to any part of Plymouth or to any of the several hotels in Plymouth before continuing their journey.

If accommodation is required at the Royal Hotel, Paddington station, London, the company's officials will telegraph, free of charge, for same to be reserved, upon notification being given. Private omnibuses can be ordered in the same way.

The following reduced special fares are in operation for ocean passengers landing at Plymouth:

PLYMOUTH TABLE

The following reduced special fares are in operation for ocean passengers landing at Plymouth.:

Plymouth to	English Coinage		American Coinage.	
	1st Cl.	3d Cl.	1st Cl.	3d Cl.
	s. d.	s. d.	$ c.	$ c.
Exeter	7 0	3 6	1 75	0 88
Taunton	11 2	5 7	2 80	1 40
Bristol	17 0	8 6	4 25	2 13
Bath	18 8	9 4	4 70	2 33
Swindon	24 0	12 0	6 0	3 0
Didcot	28 0	13 6	7 0	3 38
Reading	30 0	13 6	7 50	3 38
Salisbury	21 0	10 6	5 25	2 63
Paddington (London): Routes Nos. 1 or 3	30 0	15 0	7 50	3 75
Route No. 4	35 9	18 3	8 95	4 55
Cathedral Rte.: Via Exeter, Bristol, Hereford, Gt. Malverin, Worcester, Stratford-on-Avon, Warwick and Oxford route No. 2	45 0	24 0	11 25	6 0

Fourteen days allowed to complete the journey to Paddington.

Four days allowed to complete the journey to all other stations.

A permit can be obtained from the booking clerks, authorizing passengers to break the journey at any intermediate station.

In addition to the above-mentioned figures, 2/6 (63 cents) per passenger is charged to cover the dock dues and all services rendered in connection with the conveyance of passengers' baggage to the baggage warehouse, its examination there, and its conveyance to the Great Western Railway vans or to the Millbay station. This commuted dock charge of 2/6 only applies to passengers who are about to travel by the Great Western Railway to a station not less than 50 miles distant, and to the baggage which accompanies passengers in the train. Passengers not proceeding by the G. W. R. beyond a distance of 50 miles will be charged 6d. for each passenger and 10d. for each package of luggage for dock dues and landing charges.

PASSENGERS RETURNING FROM ENGLAND VIA PLYMOUTH.

The superintendent of the line, Paddington station, London, will furnish all particulars to passengers who wish to avail themselves of the advantages afforded by either of the Great Western routes on the return journey.

On receipt of notification, the Great Western Company will collect passengers' luggage in London within a certain radius and see that it is placed on

the outgoing vessel, at a charge of 1/- per package, up to the weight allowed according to the class of ticket held. Luggage brought to Paddington station by passengers will be conveyed and placed on outgoing vessel at a charge of 6d. per package, up to the weight allowed according to the class of ticket held.

The London and Southwestern Railway issue booklets giving full information. They will be found on the steamer, or will be mailed from the New York office, 5th Avenue and 30th Street, New York City. The literature of the Great Western Railway (most attractive) is mailed from the New York office, 355 Broadway, New York.

SOUTHAMPTON.

Southampton is 78 miles from London. The docks are situated within a perfectly shielded harbor; the docks are as accessible by night as by day and have the advantage of double tides, with practically four hours of high water with every tide, thus affording excellent accommodations for the largest steamers. There are many interesting trips which can be made from Southampton, notably from the Isle of Wight, also to the Channel Islands. Southampton is also the point where passengers take steamers for the Havre service.

"American Line" and a number of the "White Star Line" steamers make Southampton their eastern terminal port. The North German Lloyd and Hamburg-American Lines use it as a port of call. The landing and Customs arrangements are of the first order. Liners enter the docks at any time of the day, regardless of the state of the tide.

Customs examination, which takes place directly after landing, is conducted in enclosed sheds on the wharf, where the London train is drawn up.

THE "NEEDLES"—ISLE OF WIGHT.

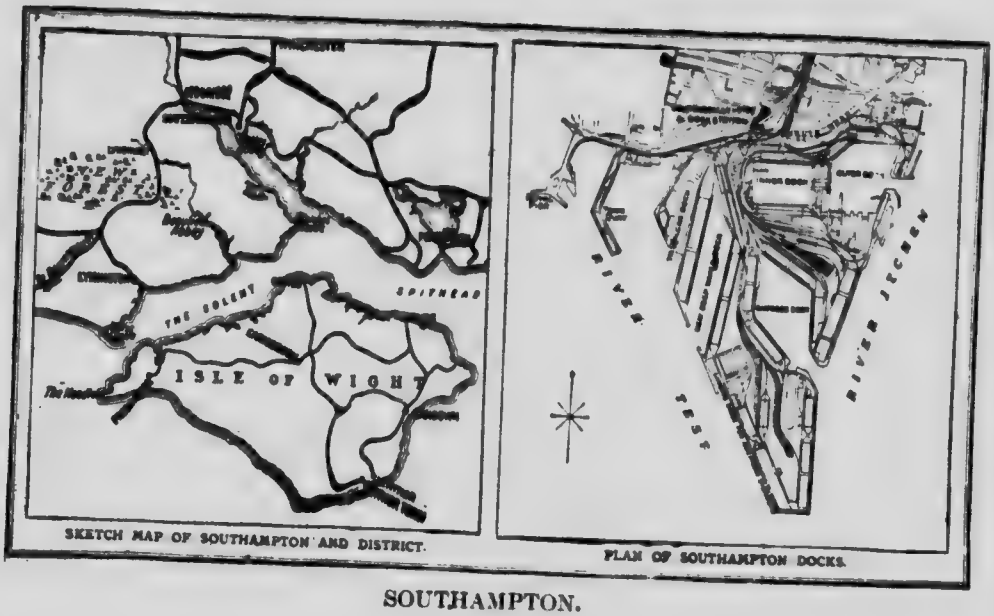
Passengers will claim their baggage and open for inspection the piece or pieces which the officer may select, and can then take their seats in the train. The procedure occupies but a short space of time, and passengers reach London (Waterloo station) within three hours from the time of the steamer's arrival.

Passengers for France leave Southampton by the steamers of the London & Southwestern Railway, starting from Southampton at midnight for Havre and connecting with train which generally enables passengers to reach Paris (Gare St. Lazare) at 11:30 the following morning. A very economical route.

LONDON.

Steamers of the Atlantic Transport Line usually land their passengers on the quay, at Tilbury, where Customs examination takes place, and whence passengers are conveyed by special train to St. Pancras Station. Baggage is transported free of charge to St. Pancras Station, where it must be claimed by the owner, and may be transferred by omnibus or cab to hotel or residence.

London Cab Fares. — By distance, within the four-mile radius from Charing Cross, for any distance, not exceeding two miles, 1/-. For every additional mile or part of a mile, 6d. If hired outside the four-mile circle, wherever discharged, 1/- per mile or fraction of a mile. For more than two persons an additional charge of 6d. each is made. Baggage carried outside, 2d. per package.



SKETCH MAP OF SOUTHAMPTON AND DISTRICT. PLAN OF SOUTHAMPTON DOCKS.

SOUTHAMPTON.

Pillows and Blankets to hire.

PART II

CONTINENTAL PORTS

CHERBOURG.

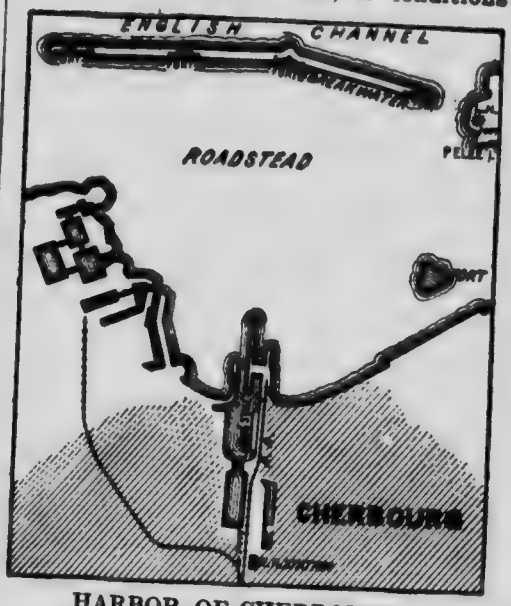
This important port is a great French naval base, and the steamer passes the forts and anchors inside the breakwater. Here, too, the landing is by tender, one for passengers and light baggage and the other for heavy trunks.

Special trains for Paris are drawn up alongside the landing stage and as soon as the baggage has been examined by the Customs the train is despatched, making the run in about 6½ to 7 hours. A baggage-master of the American Express accompanies the train and is prepared to give the passengers any help that may be required. A restaurant car is generally attached to the train.

From October to June the passengers are landed here up to 11.00 P. M. or 6.45 A. M., the following morning. From July to October the landing is made up to the same hour in the evening or 8.00 A. M. the following morning.

Cherbourg has become the most important gateway for Americans planning a trip to the Continent, and the principal trans-Atlantic lines include this port now in their itineraries. The great Continental metropolis, Paris, is only a few hours distant and lines radiate from it to all parts of Europe. It is the most convenient center for trips into Germany, Switzerland, Spain, the French and Italian Rivieras, and travelers *en route* to Egypt and the east find the most expeditious routes conveniently accessible by magnificent trains de luxe via Marseilles and Brindisi. Under *no circumstances* ever stop at a hotel in Cherbourg. The train service to Paris is abominable, and one steamship company threatened to abandon it as a port of call, if conditions

LIGHTHOUSE, CHERBOURG.



HARBOR OF CHERBOURG.

were not improved. It is a shame that such an ideal port should be so badly served.

HAVRE.

Distance from Paris, 142 miles.

Havre is the port of landing for steamers of the Compagnie Générale Transatlantique. When the state of tide permits, steamers proceed direct to the wharf. Should low water prevent this, passengers are conveyed by tender to the steamship quay.

Hand baggage is passed at Havre. Passengers by the French line purchasing through tickets to Paris, register their heavy baggage at New York for immediate transfer from Havre to Paris without opening at Havre, and Customs examination takes place in Paris on arrival of special train. This special train starts from the side of the steamship pier at Havre, leaving as soon as the

baggage can be discharged and placed on board the train. The journey to Paris is accomplished in about five hours, the train arriving at the Gare St. Lazare, situated in the heart of the city and in close proximity to the principal hotels.

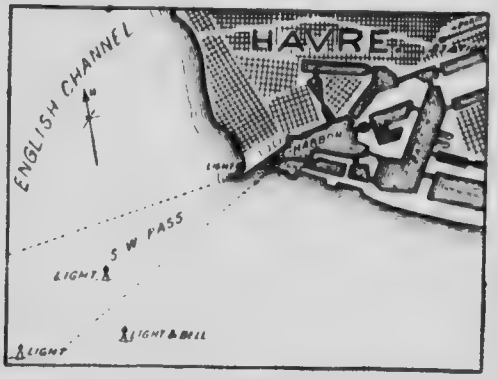
LANDING AT BOULOGNE-SUR-MER.

In the interest of passengers the Holland-America Line has established the rule not to transfer passengers at Boulogne-sur-Mer between the hours of 11 P. M. and 6 A. M.

The steamer anchors in the roads and passengers are conveyed ashore by tender.

Passengers wishing to land at Boulogne-sur-Mer are requested to inform the purser and baggage master thereof *in due time* and should make sure that none of their luggage or other property remains on board.

The attention of first cabin passengers, who intend to disembark at Boulogne-sur-Mer for Paris, without having purchased through tickets to the latter place, is called to the great desira-



HAVRE.

bility of procuring railroad tickets at the official railroad fares from the purser on board before leaving the steamer, viz.:

1st class ticket Boulogne—Paris, $5.50 or francs 28.65
2d class ticket Boulogne—Paris, $3.70 or francs 19.40

For the convenience of its passengers this company has arranged that baggage of passengers holding railroad orders to Paris can be checked through to Paris *on board the steamer*. Such baggage will not be examined by the French Customhouse officers at Boulogne-sur-Mer, but will go right through to Paris in bond. Examination will take place at the Paris railroad station "Nord," when the check made out on board is surrendered in order to obtain delivery of the baggage mentioned therein.

Baggage up to 30 kilos belonging to passengers who are in possession of railroad tickets to Paris, will be carried from Boulogne-sur-Mer to Paris free of charge *when registered on board* against payment of franc 0.10 to the purser or baggage master for registry.

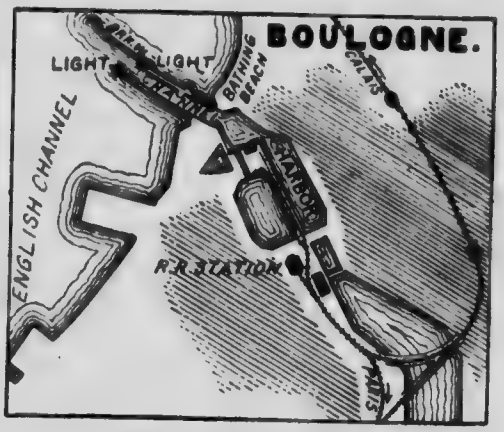
Baggage weighing over 30 kilos owned by such passengers will be checked through to Paris at rates which will be furnished by the purser upon application.

Passengers are requested to look out themselves for their hand baggage.

Passengers are strongly cautioned against engaging the services of unauthorized interpreters or porters at Boulogne-sur-Mer.

ANTWERP.

The Red Star Liners on arriving in Antwerp proceed immediately to the landing pier, where the baggage is expeditiously landed and arranged alphabetically on tables for Customs examination.



BOULOGNE-SUR-MER.

Passengers must claim their baggage and open such pieces as the Customs officer may designate.

Cab fares are as follows: The course, Fcs. 1.50; by the hour, 1 to 3 persons, Fcs. 2; by the hour, 4 persons, Fcs. 2.50.

LANDING AT HOEK VAN HOLLAND.

Whenever tide or other circumstances may prevent the steamer from proceeding at once to Rotterdam, passengers and their luggage will be landed at the pier of the Holland-America Line at the Hook of Holland. In such cases the Customs inspection will take place on the company's dock, where through tickets to almost every important station either in the Netherlands or Germany may be had at exactly the same price as if purchased at the Rotterdam railway depot. Luggage will be registered through to any of those stations at the same price as if it had been registered at Rotterdam.

Between Hook of Holland and Rotterdam passengers (with their luggage) travel by special train free of charge.

In the case of a steamer proceeding to the company's pier at the Hook of Holland notices will be furnished to passengers in due time before arrival showing time tables of trains provided for different directions.

LANDING AT ROTTERDAM.

Cabin passengers will please note that the Custom-house inspection of bag-

ROTTERDAM.

gage will take place on board, immediately after reaching Hoek van Holland, on the way to Rotterdam. Passengers are recommended to have their baggage inspected while the Custom-house officers are on board, to prevent annoyance and detention upon arrival.

Baggage checked to the railway depots by the baggage master, who will board the steamer on the way to Rotterdam, will be carried by the company to the railway depots free of charge. Such baggage must be claimed against delivery of check at the railway depot before leaving Rotterdam.

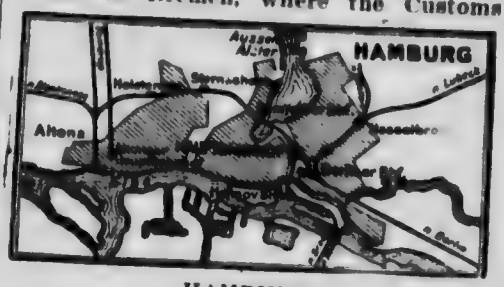
No baggage is delivered by the company at hotels or private addresses. Passengers intending to go to an hotel, should take their baggage with them.

Carriages and hotel-omnibuses will be found on the company's dock.

BREMEN.

Passengers by the steamers of the North German Lloyd Line disembark at Bremerhaven, at the mouth of the River Weser, and are conveyed by special train to Bremen, a distance of 31 English miles, the journey occupying about 1½ hours.

The Customs examination of baggage usually takes place in the passengers' waiting hall at Bremerhaven directly after disembarking. Should the steamer enter the Weser in the evening so that examination of the baggage cannot be effected the same day, passengers will be at once landed at Bremerhaven with their hand baggage, after examination of which they can proceed to Bremen. The remaining baggage follows during the night to Bremen, where the Customs



HAMBURG.

examination takes place on the following day in the baggage room adjoining the Central Railroad station.

Cab Fares.– For the first quarter of an hour, 80 pfg. For each additional quarter hour, 40 pfg.

HAMBURG.

Hamburg is the port of arrival and departure for steamers of the Hamburg-American Line.

First and second class passengers by these steamers are landed at Cuxhaven, at the mouth of the River Elbe, about 2½ or 3 hours' journey by special train which leaves on arrival of steamer, and conveys passengers to the Venloer station in Hamburg.

All baggage of such passengers is passed by the Customs officials in the

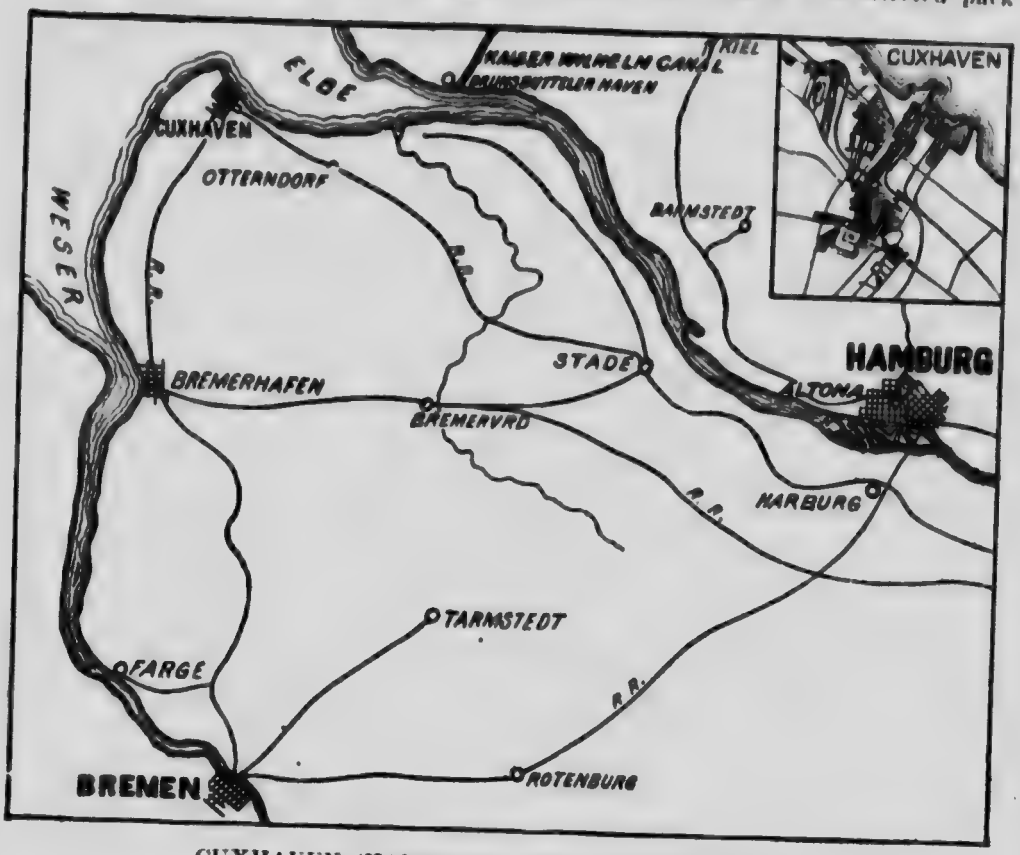
HOEK VAN HOLLAND AND ROTTERDAM.

steamship company's waiting room at Cuxhaven.

The Bahnhof (railway station) at Hamburg is situated about a mile from the Alster, on the banks of which the principal hotels are located.

Cab Fares.—80 pfg. for first 1,200 meters, 10 pfg. for each additional 400 meters for one or two persons. 80 pfg. for first 900 meters, 10 pfg. for each additional 300 meters for three or four people.

Motor Cabs.—80 pfg. first 600 meters, 10 pfg. each additional 300 meters, one or two people. 80 pfg. first 400 meters, 10 pfg. each additional 200 meters, three or four persons.



CUXHAVEN (HAMBURG) AND BREMERHAFEN.

Showing Railway Connections.

GLASGOW.

Distance to London, 405 miles; distance to Edinburgh, 42 miles.

Passengers by all lines usually disembark at the wharfs of these lines, located about two miles from the center of the city and the principal hotels. Customs examination of baggage is conducted on the quay.

Should the state of the tide not permit steamers to proceed immediately up the river to Glasgow, passengers may be landed by tender at Greenock, situated at the entrance to the Clyde and about 23 miles distant from Glasgow, and will proceed thence by train. In the latter event the examination of baggage takes place on the pier at Greenock.

The examination is conducted with celerity, only one or two selected packages being opened for Customs inspection.

Representatives of the railroad lines are in attendance on arrival of the steamers, and will furnish all necessary information as to train service, fares, etc.

Glasgow Cab Fares.—Cabs may be hired by time or distance.

Fares by Time.—2/- for the first hour or part thereof, and 6d. for each additional quarter hour or part thereof.

Fares by Distance.—Four persons, not exceeding 1 mile, 1/-; each additional half mile, 6d. Two persons, not exceeding 1½ miles, 1/-; each additional half mile, 6d.

GENOA.

The trans-Atlantic liners on arriving at Genoa proceed direct to the landing pier (Ponte Federico Guglielmo), where passengers disembark. Baggage is expeditiously removed from the ship to the Customs examination shed on the pier,

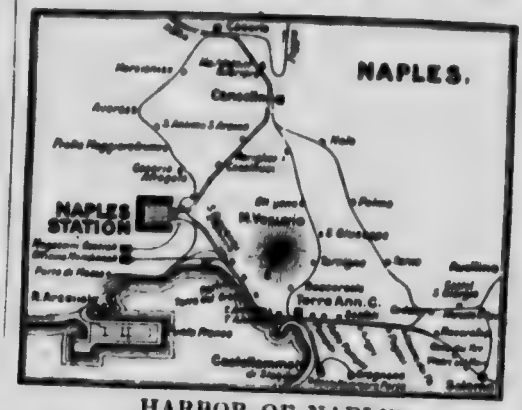
GENOA HARBOR.

where passengers will claim their baggage. The Customs officials usually inspect one or two packages, and accept the passenger's declaration that no tobacco, cigars (which are prohibited), liquors or new clothing are contained in the baggage.

At the railroad office in the Customs sheds, travelers can purchase tickets and have their baggage checked. There is also a bonded storeroom, where baggage can be stored in bond.

NAPLES.

Passengers arriving via trans-Atlantic steamers are landed by tender. Baggage is cleared in the Harbor Buildings, close to the landing stage.



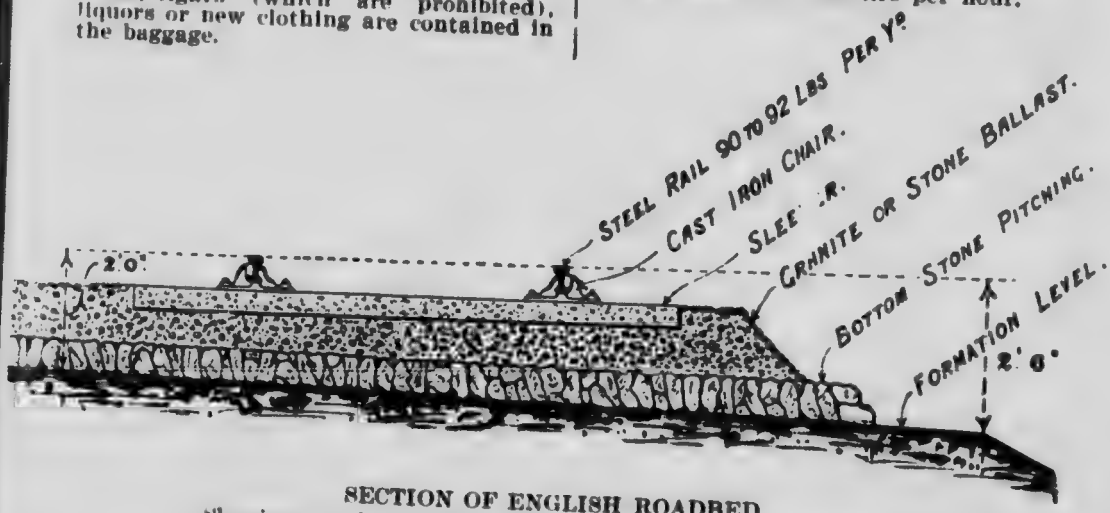
HARBOR OF NAPLES.

Trouble and delay will be avoided at the Custom House if passengers are careful not to carry tobacco or cigars in trunks or portmanteaux.

ROME.

Visitors to Rome usually arrive at the Stazione di Termini on the Piazza di Termini, in the neighborhood of the large hotels and about three-quarters of a mile from the Piazza Venezia in the center of the city.

Cab Fares.—One or two persons, 1 lira per course or 2.25 lire per hour.



SECTION OF ENGLISH ROADBED
Showing care in construction which renders riding comfortable

CUSTOM HOUSE REGULATIONS.

CUSTOM HOUSE REGULATIONS.—Examinations are generally made at the station nearest the frontier. Thus from Belgium to Germany luggage is examined at Herbesthal, and at Verviers in the reverse direction. Passengers must always be present at the Custom House Examinations, and hand their keys to the examining officer. The Customs Examination is one of the greatest drawbacks to the pleasures of foreign travel, but passengers will do well to remember that civility costs nothing, and may purchase much, and that the custom house officers are merely performing a *duty*, perhaps as disagreeable to themselves as to the traveller.

List of stations at which baggage is generally examined:—

Aix-la-Chap. (Ger.)	Lausanne (Switz.)
Ala (Aust.)	Lindau (Bav.)
Alexandrov (Russ.)	Malmö (Swed.)
Alt-Munsterol (Ger.)	Modane (Fr.)
Asch (Aust.)	Mon (Swed.)
Avricourt (Alsace)	Mons (Belg.)
Bale (Switz.)	Moustron (Bel.)
Belgrade (Serv.)	Noveant (Ger.)
Blandain (Belg.)	Nymegen (Holl.)
Bentheim (Ger.)	Oderberg (Aust.)
Bodenbach (Bohem.)	Oldenzaal (Holl.)
Brigue (Sw.)	Orsova (Hung.)
Brody (Aust.)	Oswiecim (Aus.)
Burdujeni (Roum.)	Pagny sur Mlle. (Fr.)
Cerbère (Fr.)	Paris (Fr.)
Cervignano (It.)	Passau (Bav.)
Charleroi (Bel.)	Peri (It.)
Chiasso (Switz.)	Petit Croix (Fr.)
Constance (Baden)	Podwoloczyska (Aus.)
Cormons (Aust.)	Pontarlier (Fr.)
Cranenburg (Ger.)	Pontebba (Ital.)
Dalheim (Ger.)	Port Bou (Sp.)
Delle (Switz.)	Predeal (Rou.)
Domo d'Ossola (It.)	Radzivillov (Russ.)
Eger (Aust.)	Rosendaal (Holl.)
Elten (Ger.)	Salzburg (Aust.)
Emmerich (Ger.)	Schaffhausen (Sw.)
Esschen (Belg.)	Singen (Bad.)
Eydtkubnen (Ger.)	Splugen (Switz.)
Flushing (Holl.)	Sterpenich (Belg.)
Furth, I. W. (Bav.)	Szczakowa (Aus.)
Friedrichsh'fen (Wt.)	Tetschen (Boh.)
F'd'rickshald (Nor.)	Thorn (Ger.)
Feignies (Fr.)	Udine (It.)
Geneva (Switz.)	Ulflingen (Lux.)
Goch (Ger.)	Valenciennes (Fr.)
Granitza (Russ.)	Vallorbes (Switz.)
Hendaye (Fr.)	Venlo (Hol.)
Herbesthal (Ger.)	Verviers (Belgium)
Irun (Spa.)	Verciorova (Rou.)
Iselle (It.)	Vintimille (It.)
Itzkany (Aust.)	Voitersreuth (Aust.)
Jeumont (Fr.)	Volochisk (Russ.)
Kaldenkirchen (Ger.)	Wirballen (Russ.)
Kiel (Ger.)	Zevenaar (Holl.)
Kleinbettingen (Lux.)	Zimony (Hung.)
Kufstein (Aust.)	

A few words upon the system of examining through registered luggage may not be out of place here. Luggage registered through from London to Paris is examined on arrival at Paris; *if not registered through it is examined at the landing port.* Luggage may be registered through from London or from Paris to any of the chief Italian Cities, *and examined at Modane or Chiasso (if registered to Turin via Modane it is examined at Turin)*—Custom House open from 6.8 a.m. to 11.0 p.m. only; and *coming* from Turin it is examined at Modane, or in some cases on arrival at Paris. But all luggage not examined in Modane or Chiasso is sent to destination in bond at owner's cost, great trouble and delay being occasioned thereby. In returning from the Continent to London *via* Dover hand baggage, and registered baggage for St. Paul's or Holborn, is examined on board between Calais and Dover. Baggage cannot be registered to Herne Hill, but should be either registered to Victoria and examined there, or to Dover, where it would be examined. In this case, however, it would hardly be possible to proceed by the boat train to London. Luggage registered to Switzerland or Italy *via* Calais and Paris is examined at Calais and the Swiss or Italian frontier. Luggage registered to London by the Night Mail service *via* Calais or Ostend is examined at Dover; by other services at Victoria or Charing Cross. Luggage registered through from London to Switzerland *via* Ostend and Strassburg, is examined once at Bale. Registered luggage from Germany to London is not examined in Belgium. Baggage registered from London to Switzerland and Italy *via* Dieppe, Paris, and P.L.M. Railway is examined by the Customs at DIEPPE, as well as the Swiss or Italian frontier. Baggage registered to the South of France is also examined at DIEPPE, and if registered to Paris is examined at St. Lazare Station. Luggage registered from the Continent to London *via* Dieppe is examined at Newhaven. At Calais, Boulogne and Dieppe, licensed facteurs can be engaged to assist in passing hand baggage, &c., through the Customs at a fixed charge of 60c. per package.

If it is desired to register baggage from any other station than London to places beyond Paris, at least 24 hours' notice must be given at the departure station.

FLUSHING ROUTE.—Luggage registered from London *to* a Dutch Station is examined at Flushing. Luggage registered from London to German, &c., towns *via Bortel and Wesel* is examined only once—at Goch. Luggage registered *from* a German or Dutch Station to Victoria or Holborn Stations by train arriving weekday mornings is examined only once—at destination. That registered to St. Paul's at Holborn. All other luggage is examined at Queenboro' Pier.

TOBACCO.—Only 40 grammes (1½oz.) of Tobacco is allowed to be taken into Italy by any one traveller, duty free. Passengers found in possession of more than this quantity are liable to a fine of 71 fcs. anywhere in Italy, unless they can prove that duty has been paid. The duty on Tobacco entering France is 15 fcs. per kilo, on Turkish Tobacco 25 fcs., cigars and cigarettes 50 fcs. per kilo, Jewelry, 5 fcs. per kilo. Passengers entering France are allowed to take with them not more than 10 cigars, or 20 cigarettes, or 40 grammes of

tobacco free, provided the same be declared. If not declared it is liable to seizure, and the owner is liable to a fine of five times the duty, which is 50 fcs. per kilo on Oriental and 14 fcs. on other tobacco. Duty on woollen clothes 2 fcs. 70c. per kilo; with embroidery, 10 fcs. 70c.; linen clothes, 6 fcs. and 14 fcs.; silk clothing, 3 fcs. and 11 fcs.

TEA.—The duty on Tea entering France is 2 fcs. 68 per kilo (about 1/ per lb.).

The following are prohibited—False money, extracts of coffee, chicory, tobacco stalks stripped of the leaf, tobacco stalk flower, copyright books reprinted abroad, articles with marks or names imitating those of British manufacturers.

BAGGAGE REGISTERED OUTWARDS via DOVER.

Baggage Registered to	Via	Will be examined at
Paris	Calais	Paris.
Brussels, Antwerp, Liege, Spa, and Verviers	Calais	Blandain.
Brussels, Antwerp, Liege, Spa, Verviers, Ghent, Bruges, Ostend and Louvain	Ostend	Ostend.
Aix-la-Chapelle (T. Templeband)	Calais	Aix-la-Chapelle.
Ditto	Ostend	Ditto.
Amiens, Lille, Ghent, Roubaix and Tourcoing	Calais	Calais.
Cologne, Bonn, Coblence, Mayence and Frankfort (O.M.)	Calais	Herbesthal.
Ditto ditto	Ostend	Ditto.
Any German Station (Via Herbesthal)	Calais or Ostend	Herbesthal.
Any Austrian Station (Via Herbesthal)	Calais or Ostend	Herbesthal and Bodenbach or Passau or Salzburg
Any German Station (Via Bleyberg)	Calais Ostend	Aix-la-Chapelle.
Any Russian Station	Calais or Ostend	Herbesthal and Wirballen.
Bale (Via Luxemburg)	Calais Ostend	Bale
Strassburg do	Calais Ostend	Bettingen

Baggage registered for Brussels, or any place not beyond Verviers, when unclaimed by owner, will be found at Brussels; and for any place beyond Verviers, will be found in such a case at Herbesthal. In this case there will be a trifling expense for Customs formalities.

Baggage being conveyed from the East *westward* destined for *Belgium*, is examined at Verviers. Baggage *passing through* Belgium for either France or England is not examined at all by the Belgium Customs.

UNITED STATES CUSTOM DUTIES.

Animals for breeding purposes, with certificate	Free
Animals, otherwise	20 per ct.
Antiquities, not for sale	Free
Books, new	25 per ct.
Boots, Shoes, Leather	10 per ct.
Bronze, manufactures of	45 "
China, Porcelain, and Parian Ware, plain	55 "
China, gilded or ornamented	60 "
Clothing, wholly or part wool	50c. per lb. 60 per ct.
Clothing, Linen	50 "
Cutlery and Plated Ware	40 per ct.
Diamonds and Precious Stones, set	60 per ct.
unset	10 per ct.
Furs, manufactured	50 per ct.
Gloves, Kid	$1.75 to $5.80 per doz. 50 per ct.
Gold and Silver Ware	45 per ct.
Paintings New	15 per ct.
Paintings by American artists	Free
Photographs	25 per ct.
Shawls, Camel's Hair or Wool	44c. per lb. 60 per ct.
Silk, Dress, Piece and Laces	60 "
Statuary, Marble	15 "
Stereoscopic Views	25 per ct.
Umbrellas, Silk or Alpaca	40 "
Velvet, Silk	$1.50 per lb 15 per ct.
Watches	25 "

Every person is entitled to one watch of foreign manufacture. Specified duties in addition are levied on certain classes of goods.

U. S. GOVERNMENT CUSTOM CIRCULAR.

NOTICE TO PASSENGERS.

The customs laws and regulations require an examination of all the baggage and effects of passengers arriving in the United States from foreign countries. Before such examination can take place passengers are required by law to state what articles they are bringing with them that were obtained abroad. This information must be given upon forms provided for that purpose, which are entitled "Baggage Declaration and Entry."

Passengers should observe that there are two forms of declaration, one for residents and the other for nonresidents. Black for residents, red for nonresidents. These forms will be distributed to passengers during the early part of the voyage by an officer of the ship. When a passenger has prepared and signed the declaration, the coupon at the bottom of the form should be detached and the form should be given to the officer of the ship designated to receive the same. Declarations spoiled in the preparation should not be destroyed, but should be turned over to the purser, who will furnish a new blank to the passenger.

After all the baggage and effects of the passenger are landed upon the pier, the coupon which has been retained by the passenger should be presented at the inspector's desk, whereupon an inspector will be detailed to examine the baggage. Passengers must acknowledge in person, on the pier, their signatures to their declarations.

For purposes of administration, passengers are divided into two classes, viz.:

1. Nonresidents of the United States.
2. Residents of the United States.

The division of passengers into nonresidents and residents in nowise affects citizenship.

Nonresidents are—

(*a*) Actual residents of other countries.

(*b*) Persons who have been abroad continuously for two years or more who elect to declare as *nonresidents*.

Residents are all persons who have been residents of the United States and who have been abroad less than two years.

Residents of the United States must declare all wearing apparel, jewelry, and other articles, whether used or unused, on their persons, or in their baggage, which have been obtained abroad by purchase or otherwise, with the foreign cost or value of same. They shall state, as well, all wearing apparel, jewelry, or other articles taken out of the United States, which have been remodeled or improved while abroad so as to increase their value, the said statement to include the cost of such improvement. If the articles so declared are for others, or to be used in business or for sale, these facts should be stated in the declaration.

Residents of the United States are allowed one hundred dollars' worth of articles at their present foreign value, free of duty, provided they are not for sale or to be used in business, and are properly declared. In the case of minors, the exemption of one hundred dollars' worth of articles obtained abroad is restricted to such articles as are for the bona fide use of such minor.

Use does not exempt from duty wearing apparel or other articles obtained abroad, but due allowance will be made by appraising officers for wear or depreciation.

Residents of the United States may bring with them, free of duty, all wearing apparel and other personal effects taken by them out of the United States which have not been remodeled or improved abroad so as to increase their value.

Residents of the United States must not deduct the one hundred dollars exemption from the value of their wearing apparel or other articles obtained abroad by purchase or otherwise. Such deduction will be made by customs officers on the pier.

Nonresidents of the United States are entitled to bring in free of duty such articles as are in the nature of wearing apparel, articles of personal adornment, toilet articles, and similar personal effects actually accompanying the passenger and necessary and appropriate for his or her wear and use for the purposes of the journey and present comfort and convenience, and are not intended for other persons nor for sale, without regard to the $100 limitation.

Citizens of the United States may have this privilege, provided it is shown to the satisfaction of the collector's representative on the pier, subject to the collector's approval, that they are bona fide residents of a foreign country.

Household effects of persons or families from foreign countries will be admitted free of duty if actually used abroad by them not less than one year and not intended for any other person nor for sale.

Articles intended for other persons, for use in business, and household effects, must be so declared.

All cigars and cigarettes must be declared, and are not included within the one hundred dollars exemption. Each passenger, over eighteen years of age, is entitled to bring in, free of duty and internal-revenue tax, either 50 cigars or 300 cigarettes, for his or her [!] bona fide individual personal consumption.

The senior member of a family, if a passenger, may make declaration for the entire family.

Ladies traveling alone should state the fact in their declarations and entries in order that an expeditious examination of their baggage may be made.

The exact number of pieces of bag-

gage, including all trunks, valises, boxes, packages, and hand bags of all description accompanying the passenger, must be stated in the declaration.

Whenever practicable, passengers should present the original receipted bills of foreign purchases.

Passengers dissatisfied with values placed upon dutiable articles by the customs officers on the piers may demand a re-examination, but application therefor should be immediately made to the officers there in charge. If for any reason this course is impracticable, the packages containing the articles should be left in customs custody and application for reappraisement made to the Collector of Customs, in writing, within two days after the original appraisement. No request for reappraisement can be entertained after the articles have been removed from customs custody.

Upon application to the customs officer in charge on the pier, baggage intended for delivery at ports in the United States other than the port of arrival, or in transit through the United States to a foreign country, may be forwarded thereto without the assessment of duty at the port of arrival, by the various railroads and express companies, whose representatives will be found on the pier. Passengers desiring to have their baggage forwarded in bond should indicate such intention and state the value thereof in their declarations, before any examination of the baggage has been made.

Government officers are forbidden by law to accept anything but currency in payment of duties, but, if requested, will retain baggage on the piers for twenty-four hours to enable the owner to secure the currency.

Passengers are advised that to offer or give gratuities or bribes to customs officers is a violation of law, and customs officers who accept gratuities or bribes will be dismissed from the service, and all parties guilty of such offense are liable to criminal prosecution.

Any discourtesy or incivility on the part of customs officers should be reported to the collector at the Customhouse, the deputy collector or the deputy surveyor at the pier, or to the Secretary of the Treasury.

An act of Congress of 1897 expressly forbids the importation into the United States of garments made in whole or in part of the skins of seals taken in the waters of the North Pacific ocean, and unless the owner is able to establish by competent evidence and to the satisfaction of the collector that the garments are not prohibited they can not be entered.

In order to secure prompt identification and thereby facilitate the passage through the Customs upon return of valuable personal and household effects, taken abroad by persons leaving the United States, the articles may be registered with the collector at the port of departure or the port at which the journey commences. Under Sections 2802 and 3802 of the Revised Statutes of the United States, articles obtained abroad not declared are subject to seizure, and the passenger liable to criminal prosecution.

The following is a portion of the text of a later circular, dated February 4, 1910:

Paragraph 709, appearing in the free list of the present tariff act, governing passengers' baggage, is as follows:

709. Wearing apparel, articles of personal adornment, toilet articles, and similar personal effects of persons arriving in the United States; but this exemption shall only include such articles as actually accompany and are in the use of, and as are necessary and appropriate for the wear and use of such persons, for the immediate purposes of the journey and present comfort and convenience, and shall not be held to apply to merchandise or articles intended for other persons or for sale: *Provided, That in case of residents of the United States returning from abroad, all wearing apparel and other personal effects taken by them out of the United States to foreign countries shall be admitted free of duty, without regard to their value, upon their identity being established, under appropriate rules and regulations to be prescribed by the Secretary of the Treasury, but no more than one hundred dollars in value of articles purchased abroad by such residents of the United States shall be admitted free of duty upon their return.*

It will interest the thousands of Americans who make their headquarters in the neighborhood of the Place de l'Opera to learn that the rumor that the Grand Hotel was to be no more is without foundation. The block it occupies is held to be one of the finest in the entire city, and fabulous offers have been made for it with a view of turning the building into an immense shop, but the proprietors have announced that they have no intention of parting with the famous hostelry.

Thousands of Americans who go to Europe in the summer make a visit to some cure resort. Carlsbad has its thousands of American votaries, and hundreds of others go to Marienbad, just eighteen miles away, where the King of England takes the waters every year, and still others go to Nauheim, Germany, especially if they have some cardiac trouble. Bad Kissingeni, which has been famous as a cure place since the sixteenth century, is drawing more and more Americans each year.

The "Rothesand" Lighthouse is situated on the boundary line between the Weser and the North Sea. It was erected in 1883-1885 at a cost of over £40 000 (excluding the lighting apparatus). The work of sinking and building is a masterpiece of engineering craft.

Cat. No. 936

FORM FOR RESIDENTS OF THE UNITED STATES.

SERIAL No.

BAGGAGE DECLARATION AND ENTRY.

Port of.....

I,.....declare that I am a resident of.....,

State of.....United States of America, and have with me,

belonging to myself and .....accompanying me, the following:
(State whether wife, child, maid, etc.)

TRUNKS	BAGS OR VALISES	OTHER PACKAGES	TOTAL NO. OF PIECES

That all of the articles in said baggage or on my person or the persons of those accompanying me which have been *obtained abroad*, together with the cost price of each item purchased, or the actual market value if obtained by gift or otherwise than by purchase, are fully set forth and described in the following entry; and that no article contained in said baggage or on my person or the persons of those accompanying me is intended directly or indirectly for *sale*, except as noted in said entry:

ENTRY OF ARTICLES OBTAINED ABROAD.

DESCRIPTION OF ARTICLES (To be filled in by passenger)	FOREIGN COST OR VALUE (To be filled in by passenger)	(The spaces below are for the use of Customs Officers only)				
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....

Declared to before me this.....day of

.....19....

.....
Acting Deputy Surveyor.

.....
Passenger.

INSPECTOR'S RETURN TO COLLECTOR

I certify that I have examined the above.....pieces of baggage and found

.....
(State "Entry correct" or "Excess as noted.")

.....
Inspector.

Duties paid me as above.

Value as noted:

.....
Appraiser's Examiner.

.....
Collector's Clerk.

NEW YORK HARBOR

ARRIVAL AT NEW YORK

On reaching New York the stewards will paste a letter corresponding to the first letter of the passenger's name on all baggage, so that when all the baggage is ashore it is classified according to letters. Passengers should see that all of their pieces of baggage are collected together at one place, and that the number tallies with the number of pieces noted in the declaration.

COURTESIES OF THE PORT

Courtesies of the port, so-called, are practically a thing of the past, and there is no surer way to have the bag-

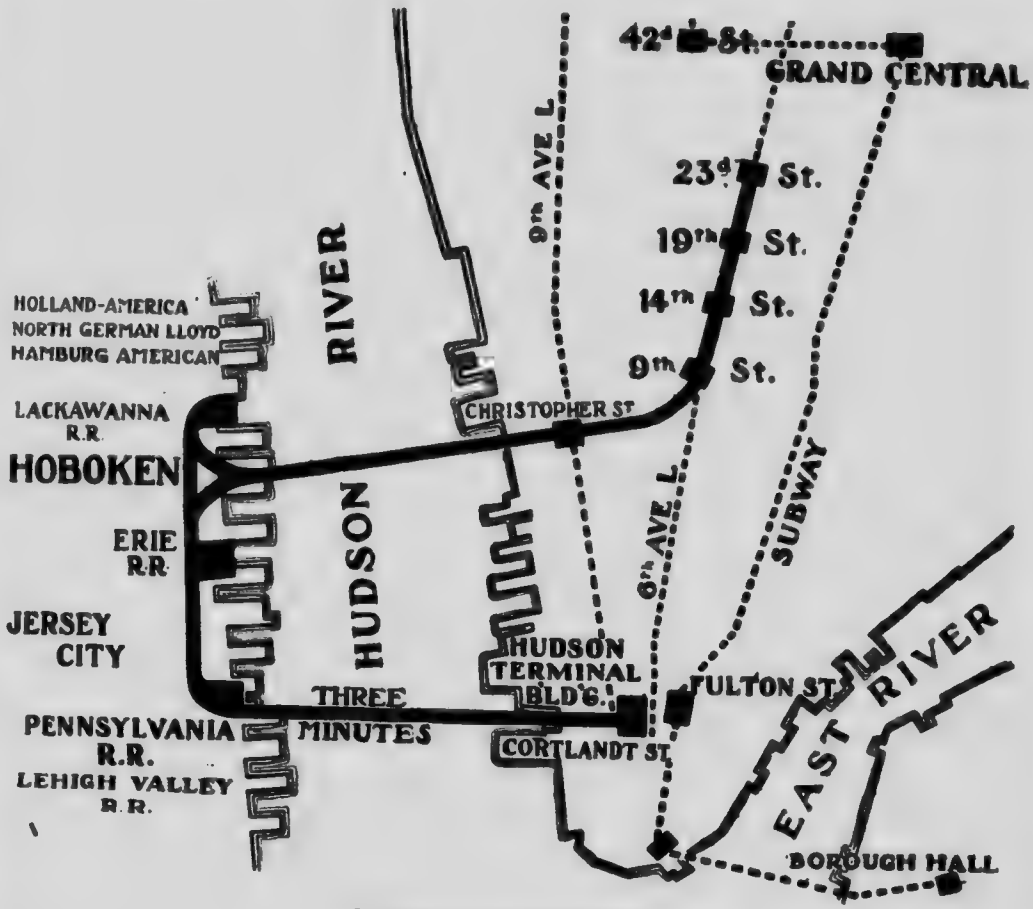
gage searched rigorously than to obtain the good offices of some one in the Customs service. There are, however, certain high officials, such as Ambassadors, Ministers, Consul Generals, etc., together with certain officers of our own government, who receive free entry of baggage without examination, not only for themselves and their families, but also their suites. Customs authorities are also willing to extend all possible courtesies in the case of illness or sudden disaster. The baggage is landed and examined at once. Where special facilities of this kind are needed, the Collector should be consulted as to the proper method of procedure.

It is expressly forbidden to import into the United States garments made in whole or in part of the skins of seals taken in waters of the North Pacific, and unless the owner can prove to the satisfaction of the collector that the garments are not prohibited, they cannot be entered. We have already referred to the registration of garments which are taken abroad.

The pilot is taken on from the pilot boat which cruises up and down at the entrance to the Ambrose Channel, as most large vessels use this splendid channel to-day. On reaching the bridge the pilot takes control of the movements of the steamer. The arrival of the steamer in home waters has been reported from Fire Island, and word will be sent to those who have arranged with the telegraph companies for this service: $1.00 for New York and vicinity. This matter is referred to under "Telegraph and Cables." Those who wish to notify their friends by wireless can of course do so with the assurance of immediate delivery for $1.50. Quarantine is situated at the point opposite the residence and dock of the boarding officer, who represents the State of New York as its health officer. There is usually little sickness on board (except possibly in the steerage), which might cause the boat to be detained. If the doctor clears the ship she can proceed to her pier. When several vessels arrive at the same time there is often more or less delay. Revenue officers also come aboard at Quarantine and land with the passengers. Declarations like the blank submitted a few pages back, are given to the passengers to fill out by the stewards; these are collected by the revenue officers. On landing be sure that your baggage is together and that the number of pieces correspond with the number of pieces mentioned on the declaration. Have all the trunks, etc., unlocked when the examining officer is assigned you. Answer all of his questions courteously, remembering that he is the representative of the Treasury Department, and that it is his duty to make a searching examination if he deems it necessary. As a matter of fact, if the amount of purchases do not exceed the amount permitted by law, and there have been no misstatements made in the declaration, the business is much expedited, and many travelers make voyage after voyage without experiencing the least discomfiture. Occasionally, however, the inspector's suspicions will be aroused and he will make a very searching examination,

THE ARRIVAL OF THE PILOT AT NEW YORK.—Coming over the rail.

which may even extend to the person. It is most trying to have all one's clothing, especially soiled linen, emptied out on the dock, but the revenue must be protected. Discipline among the baggage inspectors has *recently* been raised to a high degree. It is against the law to offer inspectors money for the performance of their duty, or rather the non-performance of it, and the passenger will save himself trouble by omitting to give the inspector anything. If the inspector is caught he is summarily discharged for the good of the service. There was a time, some twenty or twenty five years ago, when this evil was very pronounced, but at the present time it is highly dangerous. As soon as the



HUDSON TUBE ROUTE

HIGHEST DAY'S RUN OF VESSELS 20 KNOTS AND BETTER

	Speed	Eastward	Westward
"Mauretania"	26.06 knots	610 sea miles	673 sea miles
"Lusitania"	25.88 "	596 " "	666 " "
"Deutschland"	23.51 "	557 " "	601 " "
"Kronprinzessen Cecilie"	23.58 "	560 " "	604 " "
"Kaiser Wilhelm II."	23.71 "	564 " "	605 " "
"Kronprinz Wilhelm"	23.33 "	552 " "	582 " "

HIGHEST SPEED

"Mauretania"	East 25.89	West 26.06
"Lusitania"	" 25.17	" 25.88
"Deutschland"	" 23.51	" 23.15
"Kronprinzessen Cecilie"	" 23.58	" 23.25
"Kaiser Wilhelm II."	" 23.71	" 23.12
"Kronprinz Wilhelm"	" 23.33	" 23.09

Figures verified and corrected by Capt. A. W. Lewis, Chief of the Ship News Service of the Associated Press. Correct to May 16, 1919

necessary Customs stamps have been affixed to each piece of baggage, the visitor can proceed to the gate, where *sometimes* a final examination is given if there are suspicious circumstances. Usually only the carriages from one livery stable are allowed on the pier, although other vehicles may await the passenger outside. The charges are fixed and generally high. Passengers who land in Hoboken can walk from any of the three docks to the Lackawanna Ferry, or they can take the tunnel either to Twenty-third Street, New York, or by way of Jersey City, stops being made at the Erie and the Pennsylvania Railroad stations. The southern terminal of the tunnel is at Church and Fulton Streets, only one block west of the Subway. Remember the western stairs lead only to downtown platforms; cross the street for uptown trains. *All* trains are express trains which run uptown past Fulton Street station. Going north, the stations are: Brooklyn Bridge, 14th Street, 42d Street (the Grand Central and Hudson River Railroad, the Harlem Railroad, and the New York, New Haven and Hartford Railroad), 72d Street, and 96th Street. The road bifurcates at this point, one branch, Broadway, red light or lights, running up on the west side as far as Van Cortlandt Park, while on the other branch, green light or lights, which is called the Lenox Avenue division, it runs to the eastward and up into the Bronx. Those who wish to go to Brooklyn can take the express trains at Fulton Street, going south or "downtown" to Brooklyn. Those who wish to go to Staten Island can change at Bowling Green to a South Ferry subway train, if no South Ferry express is available. Maps will be found in every subway station which will show all the stations and the principal objects of interest. Those who are desirous of proceeding uptown by the elevated roads can leave the western entrance of the terminal building and take the Sixth or Ninth Avenue Elevated at Cortlandt Street. They can be transferred to the Second or Third Avenue Elevated by taking a south-bound train to South Ferry and transferring. Those who arrive at piers in New York on the Hudson River have the option of taking a number of different forms of conveyance. If the hand baggage is light, no carriage need be taken at all. Surface cars can be reached by a walk of one or two blocks, also the Ninth Avenue Elevated, and the stations of the Hudson and Manhattan railroad system (Jersey tunnels) can be reached from piers near Christopher Street; the Christopher Street station is about two or three minutes' walk from the river. The subway proper cannot be reached without taking a cross-town car. Those who arrive at piers near 14th Street can take the 14th Street cross-town line, which crosses all north and south roads, including the subway at Fourth Avenue; this is an express station, from which fast trains may be taken to points north or south. Those who wish can obtain taxicabs at the piers, and they will have the satisfaction of knowing that they are only paying the legal fare which is shown on the indicator. Strangers, especially those who are fresh from Europe, should remember that cab fares in New York are very high, so high, in fact, that many native New Yorkers eschew them entirely. The legal rate of fare which must be carried by every licensed hackman is as follows: For each mile or any part thereof, 50 cents; for every additional half mile or part thereof, 25 cents; for any stop over five minutes in the trip, fifteen minutes or fraction thereof, 25 cents; coaches, for one mile or any part thereof, $1.00; for each additional half mile, or part thereof, 50 cents; for any stop over five minutes, stops of fifteen minutes or fraction thereof, 40 cents. There are hourly rates which only apply to shopping or calling, the rate is then $1.00 an hour for a cab, or 50 cents for each additional half hour; coaches, $1.50 an hour and 75 cents for each additional half hour. The taxicab service is as follows: For each taxicab for two people, 30 cents for each half mile; for each additional quarter mile or any part thereof, 10 cents; for waiting time at the rate of $1.00 an hour; for taxicabs intended to seat four persons inside, 40 cents for the first half mile and 10 cents for each additional quarter mile; for waiting time, $1.50 an hour. For each piece of baggage other than hand bags or dress suit cases, 25 cents per piece. In this connection, by taxicab is meant a motor cab having a taximeter.

If you are abroad at a time near one of our national holidays, as July 4th, always call at the Embassy or Consulate; frequently dinners and receptions are arranged for, to which you can readily be invited.

RAILWAYS

RAILWAY TICKETS

Railway tickets should be purchased as soon as possible after the ticket windows are open, which is often only a few minutes before the departure of the train. In England the ticket office is termed the "booking office" and the ticket seller the "booking agent." The word "single" is used for a trip one way and "double" for what we would term a round or return ticket. Thus you will ask for "two single firsts," meaning two first-class tickets in one direction or "one double third," meaning one third-class round trip ticket. In France the ticket window is termed the "guichet" and the ticket is called a "billet," and the class should be specified as in England. When a round-trip ticket is required, ask for a ticket "aller et retour." If you are not familiar with the French language make the conversation at the ticket window as brief as possible to prevent confusion. In another section of this book will be found all that is necessary in the way of travel talk.

LOST TICKETS

Where railway tickets are lost on the Continent fare is again exacted, but a receipt will be given and the money will be refunded if the ticket should be found. There is little chance of being cheated in purchasing a railway ticket, as the price is usually printed on it, but travelers should be very careful in seeing that they obtain the right change. In traveling in England, especially on the first class, it is not customary for the English people to hold very much conversation with their neighbors, but they are nearly always civil. They will ask you if you have seen the paper, or if you wish more ventilation, or similar questions. Occasionally, however, you will meet persons who maintain a stony silence throughout even a trip of hours.

LOST PROPERTY

If any of your belongings are left in the railway compartment, notify the lost property office of the railway. The ticket sellers or bureau of information will be glad to give you the necessary particulars.

CLOAK ROOMS

Cloak rooms, or parcel rooms, as we might call them, will be found in every railway station in Europe. They are a great convenience, and in England baggage can be forwarded in their care. The charge in England is usually about one penny a day for the first two days and three pence a day for each succeeding day for small articles. A slightly increased charge for heavier pieces is made the first 48 hours. With the convenience of the cloak room it is rarely necessary to have a trunk sent to hotels except where a stay of several days is to be made, as the trunks can be packed and repacked in the cloak room. A small fee should be given to the attendant under these circumstances, but this need not exceed three pence.

ADMISSION TO STATIONS

On many stations abroad passengers are not allowed to go on the platform until the train is ready. Sometimes, however, special tickets can be bought to give access to the platform.

CARE OF PASSENGERS

Great care is taken in Europe to avoid passengers getting on the wrong trains. Guards are very apt to inspect all tickets before the train leaves the station. Names of the stations are called by the guards in every compartment, and the signs on the railroad stations are very prominent. Tickets are usually collected before the arrival at important stations like Paris, but sometimes tickets are collected at the exit.

RAILWAY FARES

The annexed tables of fares are only approximate. It is impossible for a guide which is not revised at very short intervals to indicate cost of transportation except in a very general way. As a matter of fact, however, railroad rates do not vary greatly from time to time, so that neither the editor nor publisher can be held responsible for any errors or unintentional mistakes.

APPROXIMATE RATES AND TIME

To	From Hamburg				From Paris			
	Time	First Class	Second Class	Third Class	Time	First Class	Second Class	Third Class
	hrs.	$	$	$	hrs.	$	$	$
Aix-la-Chapelle	9	10.00	6.40	4.10	9½	9.10	6.30	4.15
Amsterdam	9	9.50	6.00	4.50	11	11.45	8.15	.....
Antwerp	10	13.75	10.00	7.80	8	8.00	5.55	4.50
Alexandrowo	13	14.20	9.00	6.00	20	22.50	14.45	9.45
Baden-Baden	15	14.50	9.10	7.00	10½	13.00	8.55	6.00
Basel	17	17.60	11.10	7.30	9	12.15	8.10	6.25
Bayreuth	15	13.00	8.05	6.00	21	21.50	14.00	11.50
Berlin	3½	6.00	4.00	2.50	18	22.55	14.50	9.50
Berne	19½	20.00	12.70	8.10	13	14.50	9.75	7.10
Bodenbach	10	10.75	6.80	4.50	26	26.60	17.15	13.50
Bonn	10	10.00	6.20	4.10	9	11.40	7.65	5.15
Boulogne	19	19.60	13.00	.....	3½	5.85	4.00	.....
Braunschweig	3½	4.50	3.00	2.00	23	17.75	11.45	8.35
Bremen	2	2.55	1.55	1.00	17	17.40	11.45	7.55
Breslau	9	12.55	7.90	5.15	23	30.00	19.25	15.00
Brussels	12	13.75	8.70	6.00	5	7.05	5.00	3.50
Budapest	21	25.50	17.60	10.65	28	37.35	23.85	18.50
Calais	16	18.55	12.10	9.50	4½	7.00	4.70	3.75
Carlsbad	15	14.35	8.95	5.50	26	24.15	15.55	12.00
Carlsruhe	14	13.70	8.60	6.50	12	13.55	9.00	6.00
Cassel	6½	7.45	4.60	3.50	17½	19.25	12.55	9.75
Chemnitz	9	9.15	5.75	3.80	20	26.10	16.75	12.25
Christiania	34	21.00	14.40	9.15	51	40.80	27.35	17.65
Coblenz	9	12.45	7.85	5.75	13	13.50	9.00	7.25
Cologne	8	9.20	5.75	3.80	9	10.65	7.20	4.75
Copenhagen	10	7.25	5.80	3.60	27	27.25	18.80	12.10
Danzig	14½	15.55	9.65	6.80	25	32.15	20.35	14.00
Darmstadt	8½	11.30	7.10	4.65	13	16.00	10.35	.....
Dresden	6½	9.50	6.00	4.00	25	24.45	15.65	10.25
Dusseldorf	7	8.40	5.30	4.15	8½	11.50	7.75	5.20
Eisenach	12	8.65	5.50	3.75	18	19.70	12.70	9.75
Elberfeld	7	9.00	5.70	4.40	10	11.60	7.85	5.15
Elster Bad	13	10.75	6.80	4.65	25	23.50	15.10	.....
Ems	11½	12.15	7.85	5.75	12	13.90	9.25	7.40
Erfurt	10	8.70	5.60	3.80	17½	21.00	13.75	.....
Essen	6	8.40	5.30	4.15	11½	12.35	8.30	5.45
Florence	38	34.50	22.75	15.00	28½	29.45	20.25	.....
Frankfort a M	10	10.75	6.80	4.60	14½	15.60	10.50	6.95
Franzensbad	12	11.30	7.20	4.85	18½	22.85	14.70	.....
Freiburg i B	14½	16.55	10.65	7.25	12	12.90	8.75	4.65
Giessen	9	10.10	6.35	4.55	15½	14.95	10.00	6.80
Geneva	23	23.60	15.95	11.00	12	13.35	9.10	.....
Genoa	27	31.45	20.50	13.80	22	23.00	15.75	.....
Gera	10½	8.80	5.65	3.90	22	22.90	14.75	.....
Gotha	9	9.30	5.80	4.10	19	20.35	13.10	.....
Gothenburg	22	12.85	9.10	5.85	40	32.70	22.10	14.35
Haag	12	10.75	7.75	5.40	11	10.60	7.45	.....
Halle	7	7.10	4.55	3.20	21	21.50	14.05	9.25
Hamburg	.....	.....	.....	.....	17	19.70	13.20	8.65
Hanover	3½	4.15	2.60	1.95	14	17.70	12.00	7.95
Havre	21	25.00	16.45	11.10	4	5.15	3.50	2.60
Heidelberg	11½	13.00	8.15	5.50	16	14.10	9.50	6.10
Hof	12	11.25	7.00	4.85	19	23.15	14.90	.....
Homburg v-d-H	12	11.10	7.00	4.75	15	15.45	10.25	.....
Innsbruck	18	20.65	12.80	8.50	20	21.80	14.55	.....
Interlaken	21½	21.45	13.80	9.30	15	14.35	9.85	.....
Jrun	30	38.75	25.70	.....	13	18.90	12.75	.....
Kiel	2	2.65	1.80	1.35	20	21.55	14.00	9.00
Kissingen	13	11.00	7.00	4.55	20	19.25	12.35	.....
Konigsberg i/P	13	18.05	10.95	7.35	27½	34.75	21.90	14.35
Kreuznach	13	13.00	7.80	5.25	11	13.40	9.00	.....
Lausanne	22	22.90	14.55	9.80	11	12.05	8.20	.....

APPROXIMATE RATES AND TIME (*Continued*)

To	From Hamburg				From Paris			
	Time	First Class	Second Class	Third Class	Time	First Class	Second Class	Third Class
	hrs.	$	$	$	hrs.	$	$	$
Leipzig	6½	7.65	4.90	3.40	20	21.95	14.30	9.40
London via H. V. Hol.	17	18.40	12.60	.....	18	17.80	11.95	.....
London v. Vlissingen	20	18.40	12.60	.....	.....	.....	.....	.....
London via Calais	24	25.20	17.20	.....	8	14.60	10.30	.....
Lucerne	24	19.70	12.55	8.35	15	14.35	9.80	.....
Lubeck	1	1.80	1.35	1.00	19	21.25	13.45	.....
Lyon	33	27.15	17.70	.....	8	11.80	8.00	.....
Madrid	49	54.10	37.00	.....	26	34.25	24.00	.....
Magdeburg	6	5.40	3.60	2.50	20½	19.85	13.30	8.70
Mannheim	13	12.60	7.75	5.55	17½	15.10	9.90	.....
Marienbad	14	12.50	7.80	5.20	33	23.45	15.05	.....
Marseilles	28	35.00	23.00	.....	12	19.70	13.30	.....
Mayence	9½	11.45	7.20	4.70	14	14.50	9.60	6.20
Meran	20	25.80	16.80	11.10	25	25.50	17.35	.....
Metz	16	14.75	9.30	6.20	9½	9.05	6.15	.....
Milan	23	24.00	15.95	.....	17	21.75	14.85	.....
Munich	15	17.45	10.60	7.10	19	20.55	13.60	9.00
Nauheim	10	10.45	6.60	4.50	15½	16.10	10.50	.....
Naples	47	41.20	27.25	.....	36	40.65	28.10	.....
Nice	31	38.95	25.45	16.95	16	24.85	16.80	.....
Nuremberg	13	13.35	8.20	5.55	19	19.20	12.55	8.15
Ostende	14	15.80	10.45	.....	11	9.45	6.60	.....
Paris	17	19.70	13.20	8.65	.....	.....	.....	.....
Posen	9	10.50	6.65	4.50	22	27.95	17.75	11.65
Prague	10	15.00	9.80	6.10	27	30.85	20.10	.....
Rome	42	40.85	26.95	.....	31	34.75	23.95	.....
Rotterdam	12	10.50	7.45	4.95	9	10.10	7.10	.....
Salzburg	17½	20.10	12.20	7.95	27	23.65	15.20	.....
Schaffhausen	17	18.60	11.65	8.25	11	14.10	9.30	7.15
Stettin	6½	7.65	4.90	3.75	21	25.20	16.15	10.60
Stockholm	24	17.10	11.80	.....	30	36.95	24.80	.....
St. Petersburg	37	38.30	26.15	.....	53	54.90	36.85	.....
Strassburg i E.	21	15.30	9.70	6.30	9	11.35	7.55	.....
Stuttgart	12	14.85	9.30	6.25	14	15.50	10.15	.....
Trier	11	14.70	9.35	6.90	11	11.20	7.55	.....
Trieste	29	34.55	23.75	14.55	34	34.70	23.70	.....
Turin via Geneva	27	30.65	20.10	.....	16	18.60	12.65	(direct)
Venice via Munich	29	30.55	20.10	.....	25	28.75	19.75	v. Basel
Verona via Munich	27	27.55	18.00	.....	23	25.70	17.60	v. Munich
Vienna via Berlin	17	20.95	13.50	7.80	31	31.60	20.10	16.45
Warsaw	15	21.35	14.45	9.40	29	38.00	25.20	.....
Weimar	10	8.60	5.45	3.65	20	21.45	13.80	v. Frankft.
Wiesbaden	10	11.55	7.30	4.75	13	16.15	10.55	.....
Wildbad	13	14.60	9.20	.....	13	15.90	9.65	.....
Zurich	21	19.50	12.35	8.25	15	14.05	9.35	.....

Second class rail travel is usually good, but third class is very fair in Germany, Belgium, etc. Always take first class in Italy and Spain.

CIRCULAR TICKETS

It is possible to get a circular tour ticket which will take the traveler from London to Belgium, Holland, Switzerland, France and Italy, and the number of combinations which can be made is almost endless, as will be seen by the circular tour itineraries which are published elsewhere. Even if a portion of the tour has to be abandoned, the saving will be very material. Consult a tourist agency or any of the big concerns who make a specialty of selling railway tickets, like the American Express Company, the International Sleeping Car Co., steamship companies, etc.

TIME BY EXPRESS TRAIN FROM BREMEN TO THE FOLLOWING PRINCIPAL POINTS

City.	Via	Hrs.	Min
Aix-la-Chapelle (Aachen)	Cologne	7	37
Amsterdam	Osnabrueck-Salzbergen	5	19
Augsburg	Wuerzburg-Munich	16	23
Baden-Baden	Hannover-Frankfurt	10	28
Barmen	Muenster-Hamm	4	48
Bâle	Cologne	14	9
Bayreuth	Leipzig-Hof	14	25
Berchtesgaden	Wuerzburg-Munich	22	15
Berlin	Uelzen	6	44
Berlin	Uelzen (ng Summer)	5	00
Berne	Hannover	5	53
Bonn	Cologne-Bâle	17	49
Braunschweig	Cologne	6	36
Breslau	Hannover	3	54
Budapest	Berlin	12	00
Carlsbad	Berlin	27	5
Carlsruhe	Leipzig-Eger	12	28
Cassel	Hannover-Frankfu.t	9	28
Chemnitz	Hannover	5	12
Christiania	Leipzig	9	45
Coblenz	Kiel-Kopennagen	34	4
Cologne	Cologne	7	28
Copenhagen	Osnabrueck-Muenster	5	26
Crefeld	Kiel-Kopenhagen	13	48
Danzig	Duisburg	5	0
Dortmund	Berlin	17	30
Dresden	Muenster	4	21
Duesseldorf	Hannover	10	12
Egar	Muenster	5	9
Eisenach	Leipzig	14	36
Elberfeld	Hannover-Bebra	7	23
Ems	Muenster-Hamm	4	55
Frankfurt	Cologne-Neuedahnstein	9	33
Freiburg	Hannover	7	28
Gastein	Frankfurt	15	7
Geneva	Munich-Salzburg	29	9
Gothenburg	Cologne-Bâle-Solothurn	20	54
Hague, The	Kiel-Kopenhagen	22	26
Halle	Salzburgen	6	45
Hamburg	Uelzen	5	59
Hannover		1	37
Harzburg		1	50
Heidelberg	Hannover-Hildesheim	5	1
Hildesheim	Hannover-Frankfurt	11	26
Homburg	Hannover	3	23
Innsbruck	Hannover-Friedberg	8	28
Interlaken	Wuersburg-Munich	21	55
Jena	Cologne-Bâle	16	1
Kissingen	Halle	9	40
Koenigsberg	Hannover-Bebra-Eisenach	9	28
Lausanne	Berlin	18	00
Leipzig	Cologne-Bâle	19	37
Luzern	Hannover-Hildesheim	7	41
Luebeck	Cologne-Bâle	16	29
Lugano	Hamburg	3	41
Madgeburg	Cologne-Bâle	20	53
Mainz	Uelzen	5	28
Mannheim	Hannover-Frankfurt	10	21
Marienbad	Hannover-Frankfurt	11	22
Meran	Leipzig-Eger	17	48
Moscow*	Leipzig-Munich	28	57
	Berlin—St. Petersburg, Nord Express	54	00

* By Nord Express, Thursdays and Sundays, from Berlin. The route via St. Petersburg is preferable to the direct route to Moscow, on account of the fast and excellent train servic via St. Petersburg.

TIME BY EXPRESS TRAIN FROM BREMEN TO THE FOLLOWING PRINCIPAL POINTS.—*Continued.*

City.	Via	Hrs.	Min.
Munich	Wuerzburg	13	28
Nuremberg	Hannover	7	00
Oldenburg	Wuerzburg	12	18
Osnabrueck		0	54
Prague	Leipzig-Bodenbach	1	39
Regensburg	Leipzig-Eger	15	5
Salzburg	Wuerzburg-Munich	15	58
Schwalbach	Frankfurt-Wiesbaden	20	37
St. Petersburg	Berlin-St. Petersburg, Nord Express Thursdays and Sundays from Berlin	13	25
Stettin	Berlin	39	50
Stockholm	Kiel-Kopenhagen-Malmo	10	40
Strassburg	Cologne	22	46
Stuttgart	Frankfurt-Heidelberg	11	28
Teplitz	Leipzig-Bodenbach	10	28
Trieste	Vienna, with 12 hours' stop	13	15
Vienna	Leipzig-Teschen	45	5
Warsaw	Berlin-Alexandrowo	21	27
Weimar	Hannover-Nordhausen	22	12
Wiesbaden	Frankfurt	8	19
Wuerzburg	Hannover-Elm	8	28
Zurich	Cologne-Bâle	9	24
		16	44

RAIL CONNECTIONS FROM GENOA.

To Bellagio	in	6	hours.
" Bologna	"	8½	"
" Cannes	"	8	"
" Como	"	4½	"
" Florence	"	6	"
" Leghorn	"	4	"
" London	"	28	"
" Lucerne	"	11	"
" Marseilles	"	13	"
" Mentone	"	5½	"
" Milan	"	3	"

To Monte Carlo	in	6	hours.
" Naples	"	18	"
" Nice	"	6½	"
" Paris	"	27	"
" Pisa	"	4	"
" Rome	"	10½	"
" Trieste	"	15	"
" Turin	"	3½	"
" Venice	"	9½	"
" Verona	"	7	"
" Zurich	"	12	"

CHILDREN'S TICKETS

General local regulations of principal countries: Austria, under 2 years, free; 2 to 10 years (under), half price. Belgium, under 3 years, free; 3 to 8 years (under), half price. France, under 3 years, free; 3 to 7 years, half price. Germany, under 4 years, free; 4 to 10 years, half price. Great Britain, under 3 years, free; 3 to 12 years, half price. Holland, under 4 years, free; 4 to 10 years, half price. Italy, under 3 years, free; 3 to 7 years, half price. Switzerland, under 4 years, free; 4 to 12 years (under), half price. Proportionately less free luggage allowed to children.

CHILDREN'S THROUGH BOOKINGS FROM LONDON

Single and return tickets are issued to children over 3 and under 12 to Boulogne or Calais, under 7 to Bâle (via Laon), and to Brussels via Calais, and to Paris, Geneva and Marseilles, under 8 to Brussels via Ostend, over 4 and under 12 to Flushing. Children over 4 and under 10 can be booked from London to any destination in Belgium, Germany, and via Germany, via Calais, Ostend, or Flushing, except to Russian stations.

The following rules apply to towns for which through children's tickets are not issued:

To London and Belgium (via Dover), to London and Germany (via Dover), to London and France, to London and Italy: Children above 3 and under 7 years of age will be charged full fares, except where one ticket is taken for two children traveling together. To Belgium, via Ostend, two children under 8 years of age can travel together with one adult ticket.

PART II

RAILROADS BY COUNTRIES.

PORTERS' FEES

In this country the ordinary fee to a porter who looks after baggage at railroad stations is twenty-five cents, but abroad the fee of a quarter as much would be ample. A fee of three pence in England is sufficient, except where there is a very large amount of baggage, and in France a fee of twenty-five centimes, or five cents, is usually sufficient.

RAILROADS IN BELGIUM

The railroads in Belgium are rather better than those in France. Tourist tickets are issued, available for fifteen days on Belgium state railroads and including the return passes between Dover and Ostend, for £3 3s. first class, £2 4s. second class. Children under three pay no railroad fare in Belgium and half price from three to eight years. The spring and the autumn are the most agreeable times for a trip in Belgium.

Tickets in Belgium are issued for tourist travel the same as in Switzerland and some other countries. Thus a ticket is issued for 30 francs 75 centimes, about $6.15, first class, which is good all over Belgium for a period of five days. A ticket costing twice as much is good for fifteen days. These tickets are not transferable, and must have a photograph of the holder attached. Where extended tours are made in Belgium, these tickets are very desirable, but for the short trips usually taken by tourists just to Antwerp and Brussels, the ordinary tickets will probably prove more economical. There are special points connected with these tickets which will be given by any tourist agency. Thus a fee of $1 is demanded when the ticket is issued, and this amount is returned provided that the rest of the ticket or any unused portion of the ticket is turned in. These tickets can be purchased in New York of the Belgian Information Bureau, Fifth Avenue, New York. Railway time in Belgium on the twenty-four hour system.

RAILROADS IN AUSTRIA

The railroads in Austria do not differ materially from those in Germany. For long runs the sleeping cars of the International Sleeping Car Co. are recommended, also their dining cars. The rules relating to bicycles and automobiles are referred to elsewhere. The Customs examinations are not over-stringent, the dutiable articles being new wearing apparel, jewelry, photographic apparatus, spirits, perfumery, tobacco, confectionery, playing cards, etc. The hotels are apt to be as good in Austria as in most of the sections of Germany. Of course, Carlsbad, Vienna, etc., have hotels of the first order.

RAILROADS IN FRANCE

In the main the trains on the important railways between large cities are good, although there are many notable exceptions, such, for instance, as the train service between Cherbourg and Paris, which is abominable. A circular tour planned out by the traveler can be made on any of the French railways at a special reduced price, provided not less than 300 kilometers are traveled.

FRENCH RAILWAY TICKETS

The cost of railway tickets in France depends of course on the class in which the travelers secure tickets, and this also depends on the length of the journey. First-class fare is the same as in the United States, second class is about the same, while the third class is less. Those who are thinking of making an extensive trip in France should purchase a kilometer book, which effects a very great saving. In fact, with one of these books it is possible to travel for a cent a mile first class. These books are sold for stipulated distances, and the time limit varies. The fare, of course, being less for the longer trips. The following are some figures taken from the P. L. M. time-table: Up to 200 kilometers, 27 francs, first class; 19 francs, second class; 13 francs, third class. Between 600 and 650 kilometers, the fares are 55 francs, 40 francs, and 26 francs, respectively. While the fares for 1,000-1,100 kilometers are 89 francs, 54 francs, and 43 francs, respectively. If a trip of 1,800 kilometers was projected, the expense would be 135 francs, first class; 95 francs, second class; 66 francs, third class. In other words, there is a saving on the first class of 27 francs over the rate which is charged for 300 kilometers. For longer distances the saving is even greater. Thus, 3,000 kilometers may be traveled for 193 francs, first class, as against 27 francs for one-tenth the distance. These tickets are issued all times of the year. There are special rules governing the French circular tours and kilometer tickets, which may be learned by application to the tourist companies mentioned elsewhere. There are also sectional tickets, which are sold for a fixed sum. Any one may travel on these tickets in any part of the district which has been selected during the duration of the ticket. These tickets are issued for 15 or 30 days. There are seven such divisions of railways in France. There is also a curious system in vogue in Paris called the "permit system." You purchase a permit for 95 francs, or $19. This permit allows you to buy for a period of three months railway tickets in any of the seven divisions at half the regular prices. Tickets purchased under the permit are not transferable. The permit is undoubtedly a good thing for those who intend to spend a considerable time in France, but it is questionable if this plan is of much use to the ordinary tourist.

Wherever possible the accommodations of the International Sleeping Car Co. should be secured. The different companies also have special compartments for an extra fare. For example, the Paris, Lyons & Mediterranean Co., or the P. L. M. as it is usually called in France, runs special compartments of three seats, which can be changed into couches at night. The supplemental fare for a seat in a train of this kind would be 33 francs 10 centimes for the "Rapide" train from Paris to Nice and 22 francs 10 centimes for the express train. Sixty-six pounds of baggage may be carried free on French roads. Children under three years pay nothing; half fare is charged for children from three to seven years of age. The custom-house officers look especially for tobacco, as that which is purchased in France is abominable. They also look for wearing apparel, jewelry, silks, matches, medicine, playing cards, firearms, etc. The rules and regulations relating to bicycles and automobiles are referred to elsewhere. The northern and central portions of France are most agreeable between the months of April and November, while the Riviera is seen at its best in the spring and autumn.

RESTAURANT CARS

These cars are attached to all trains de luxe of the International Sleeping Car Co. and to almost every express train of importance on the Continent running during the daytime. Some of the more important trains also have saloon cars, smoking and non-smoking. The charges are prominently displayed on the bills of fare and vary somewhat according to the country through which the train is passing. Meals on the whole are very good, but are not always satisfying enough to Americans, who are used to having the heavy American breakfast. The following may be considered as average charges:

Light breakfast (tea, coffee or chocolate, with bread and butter)	10d. to 1/8
Lunch	2/6 to 4/-
Dinner	3/6 to 6/-

Liquid refreshments of the best quality, which are not included in this tariff, are supplied at reasonable charges.

SLEEPING CARS ABROAD

Sleeping cars are operated on certain night trains between the important centers of Great Britain. While not as luxurious as the sleepers that we know in America, still the visitor will be made very comfortable. In some cases the sleeping cars are the only ones which are properly warmed by steam from the engine; the primitive hot-water can, which is an abomination, being provided for the ordinary coaches. These sleeping cars are usually of the corridor type, corresponding to what we know as "staterooms" on our trains. In England the cars are owned by the railway companies and they are only available for the first-class passengers. The extra charge for berths varies from 7s. 6d. to 10 shillings, according to the distance. They should always be taken by the traveler when long night journeys are contemplated, such as a trip to Scotland.

Many of the sleeping cars in Germany and Austria are also owned by the railways and are available for first-class passengers in all cases and sometimes for second-class passengers. The charge for berths is ten shillings and eight shillings, respectively. When an ordinary first or second-class compartment in Germany is not crowded, the seats may be pulled out and a fairly comfortable rest can be taken. Pillows can be rented and the traveler should have his own rug. Accommodations on the French railways, with rare exceptions, are inferior in comfort to the German roads. Passengers to Italy and Spain will find it more advantageous to travel first class, as this often allows them to make the journey much quicker and also gives them the privilege of using sleeping cars when required. The second class is good enough for any one in Germany, Austria, Switzerland and on many lines in France. The third class is often as good as the third class in England, which is not used by the majority of travelers. The economy in third-class traveling is very great.

In addition cars on the Continent which are owned by companies have a special service corresponding to our

TIME BY EXPRESS TRAINS FROM PARIS TO THE FOLLOWING CITIES.

City.	Train Leaves	Time. Hrs.	Min.
Amiens	Gare du Nord	1	30
Basle	" de l'Est	8	30
Berlin	" du Nord	19	
Biarritz	Quai d'Orsay	10	
Bordeaux	" "	7	
Boulogne	Gare du Nord	3	
Brussels	" "	4	30
Cannes	" de Lyon, Tr. de Luxe	14	30
Chartres	" Montparnasse	1	30
Cherbourg	" St. Lazare	7	
Constantinople	" de l'Est, Mon. Wed. Sat.	63	
Dieppe	" St. Lazare	3	15
Lisbon	Quai d'Orsay, Tues. and Sat.	35	
Lyons	Gare de Lyon	7	30
Madrid	Quai d'Orsay	26	30
Marseilles	Gare de Lyon	12	
Mentone	" "	16	
Monte Carlo	" "	15	30
Nice	" "	15	
Orleans	Quai d'Orsay	1	30
Rheims	Gare de l'Est	2	
Rome	" de Lyon	30	
Rouen	" St. Lazare	2	
St. Petersburg	" du Nord, Wed. & Sat.	46	
Strassburg	" de l'Est	8	
Tours	Quai d'Orsay	2	30
Treport	Gare du Nord (in summer)	3	30
Trouville	" St. Lazare	3	30
Turin	" de Lyon	16	
Versailles	" St. Lazare	22	30
Vienna	" de l'Est		

"Pullman" accommodations in this country. This is a service of the International Sleeping Car & European Express Trains Co. These cars are worked by the railway companies over whose lines they run. They hold from twelve to twenty berths and are divided into two-berth and four-berth compartments, which are by day transformed into separate compartments holding two and four persons. Each car is accompanied by an attendant, who is a linguist, and they are well heated and contain all the accommodations which we expect on similar cars in the United States. The fares on these cars vary according to the distance of travel, but they may be called approximately as equal to one-third of a first-class fare. In Germany and Austria separate accommodations are also furnished for the use of second-class ticket-holders, provided that there is a vacant berth and that the necessary additional charges are paid. A separate railway ticket is required for each berth reserved except in the case of certain trains. The sleeping-car accommodations should be engaged in advance at the agencies of the company, or, when there is room on board, of the conductor. The company will dispose of any place reserved in advance if the passenger does not present himself to take possession, holding the necessary and proper tickets, at the station, or unless the company has been regularly advised that the holder of the place will join the car en route. Children under three years of age, occupying the same berth with their guardians, pay half fare, but children over three and under seven years, members of the same family and sharing a bed, pay at the rate of an adult. One child above three years pays full sleeping-car fare, but half the fare if there is an age limit. The same company has a number of terminal hotels and also operates dining-cars on all the important railways in Europe. The International Sleeping Car Co. has agencies all over the world for the sale of tickets and the dissemination of information. A very attractive time-table is issued monthly, giving full particulars as to fares for single and return rail and steamer tickets from London, tariffs of supplementary fares and complete time-tables of the train-de-luxe service, including such famous trains as the Calais Express, the Engadine Express, the Simplon Express, the Paris-Barcelona Express, the Egyptian Express, the Nord-Sud Express, the Berlin-Naples-Palermo Express, the Paris-Rome-Palermo-Taormina Express, the St. Petersburg - Warsaw - Vienna - Riviera Express, the Riviera Express, the Ostend-Vienna-Constantinople Express, the Peninsula Express, the Orient Express and the Trans-Siberian Express. This pamphlet, which contains about 100 pages, will be sent free of charge on application to the general agency for America, 281 Fifth Avenue, corner of 30th Street, New York, N. Y.

TIME-TABLES

Nearly every railroad company in Europe issues a more or less complete folder or book of time-tables. In England each railroad issues a large and bulky quarto, giving complete time-tables and rates of fare. They are very cumbersome to carry, however, and should be abandoned when the travel by each road is concluded. There are many local guides giving time-tables of the immediate sections which are most useful and are very inexpensive, very rarely costing more than a penny. For the Continent, Cook's Continental Time-tables, Tourist's Hand Book and Steamship Tables are recommended. This publication is (January, 1910) in its thirty-eighth year and its yellow cover is fast getting to be as familiar as that of Bradshaw. It is issued monthly and sells for a shilling in England, or at a slightly increased price elsewhere. It is a simple guide to all the principal lines of lake and river steamers and diligences in Europe, with detailed information as to steamer services to all parts of the world. There are ten sectional maps. The general information memorandum arranged alphabetically has been used in a number of cases in the present volume, for which the writer acknowledges his indebtedness, especially as to children's tickets, dogs, golf courses, bicycles, etc. The volume is bound in paper and is about the size of the present book. Bradshaw's Continental Railroad Guide and General Hand Book is an unwieldy volume, conveying information in perhaps a little more detail. The edition for November, 1909, contained 712 pages of text and 433 pages of advertisements, from which it will readily be seen that the book is a bulky one and cannot be carried in the pocket. There is an official guide to Belgium which costs about three pence. In

Italy we have the *Indicatore Ufficiale*, which is valuable where the beaten track is to be left. The Cook Guide Book is very full of information regarding the Swiss roads, but there is also a special guide book.

FRENCH TIME-TABLES.

There are a number of excellent French time-tables. The "*Paris et Partout*" is an alphabetical time-table for trains between Paris and all the principal stations in Europe. It gives the price of tickets, distances, etc. It is a book of 700 pages, and is printed on light-weight paper, so that it can be carried readily. Owing to its alphabetical arrangement the English-speaking visitor will have little difficulty in using it to advantage. The following abbreviations are used in it:

Arr.—Arrival.
Dép.—Departure.
E.—Express.
L.—Train de luxe.
M.—Morning.
R.—Rapide (fast train).
S.—Evening.

The standard time-table for France is the "*Livret Chaix*," which is a stubby little volume which is sold for two francs. It is not necessary, how-

ever, to buy the complete work, as each company has a "*Livret Chaix*" for its own system. There are six of these little guides in all, and they are sold for ten cents each. They are small enough to slip in the pocket. We reproduce the time-tables giving the trains between Paris and Cherbourg. Thus we find that the distance is 371 kilometers, and that a first-class ticket costs 41 francs 55 centimes. We find that a train having first and second-class accommodations leaves after June 15th, at 7:55 in the morning. W.R. indicates that there is a restaurant car attached. Various stops are noted; Cherbourg is reached at 2:33 in the afternoon. The following is a translation of the abbreviations used in these books:

M.—Morning.
S.—Evening.
Arr.—Arrival.
Dép.—Departure.
Sem.—Week.
D.F.—Sundays and fête days.
B.—Buffet.
B.H.—Buffet hotel.
(b)—Refreshments.
(H)—Stop.
P.A.—Resting point.

The following is an explanation of the other signs:

LIVRET-CHAIX

Explanation of Signs.

Note.—The numbers placed opposite the names of stations at the points of branching off refer to the pages to consult for the connecting lines.

1 The thick black lines placed on the left of the columns of the trains indicate the hours of the night between 6 P. M. and 5.59 A. M.

2 The mark No. 1 signifies a stop to let off passengers, but not to take on any.

3 The sign No. 2 indicates a stop to take on passengers, but not to let off any.

4 The sign of a period within a circle signifies a stop for which the ticket window is not opened, but when nevertheless passengers having return tickets, commutation tickets or tickets bought at the window during the day or evening hours when they are open, are taken on.

The restrictions indicated by the signs 1, 2 or period in circle do not apply to passengers making connections from one line to another.

The sign No. 3 indicates that compartments are reserved for ladies only in the train in question. Consult the special announcement for information regarding reserved compartments.

The signs W. R. or W. R. B. signify that the train has ordinarily a dining car or a buffet car.

The sign V. CC. indicates that the train usually contains a car de luxe (sleeper).

The sign "O" indicates that the train is accessible to employees and work people, male or female, carrying a weekly ticket or to work people having a return ticket. There are special bulletins containing information regarding the conditions of admission to these trains.

Sign No. 4 indicates the branch station (B) Buffet.

Service complet de Paris à Mantes-Gassicourt par Argenteuil et par Poissy, voir pages 70 et 72.

PARIS A

1re classe	2e classe	3e classe		GARES		2	361 V.R.	429	533	307	313	315	409	317
h. m.	h. m.	h. m.	km.											
De ou pour Paris				Paris (Saint-Lazare) (Bp)	dép.									
				(70,71)	arr.	1	...	...	2 22	...	7 46	7 55	8 45	9 »
6 50	4 40	2 85	58	●Mantes-Gassicourt (Bp)	dép.	2	...	...	2 22	...		8 41	8 21	9 57
									305 ⊙					
7 40	5 »	3 25	66	Méperville		3	...	...	3 4	5 5		8 43	8 51	10 3
7 95	5 35	3 50	71	Bréval		4	...	...	»	5 29			9 4	»
8 50	5 75	3 75	76	Gilles-Guainville		5	...	...	3 ⊙ 28	5 31			9 15	»
9 05	6 10	4 »	81	●Bueil	arr.	6	...	...	»	5 38			9 21	»
				Chartres, Rouen, 108.		7								
10 30	6 95	4 55	92	Dreux (Eure)	dép.	8	...	...	3 ⊙ 38	5 44			9 26	10 29
11 40	7 70	5 05	102	●St-Aubin-du-Vieil-Evreux (108, 112)		9	...	...	3 ⊙ 46	5 53			9 29	10 31
									3 ⊙ 50	6 6			9 41	»
12 10	8 15	5 30	108	●Evreux (Bp) (108, 112, 113)	arr.	10	...	...	»	6 19			9 54	»
					dép.	11	...	...	4 22	6 28	8 17	9 30	10 2	10 58
13 20	8 95	5 90	118	La Bonneville		12	...	...	4 34	6 48	8 22	9 34		11 7
14 10	9 55	6 20	126	●Conches (Bp)	arr.	13	...	...	4 48	7 2				»
				Laigle, 131.		14	...	...	4 50	7 15		9 51	...	11 25
15 »	10 15	6 60	134	Romilly-la-Puthenaye	dép.	15	...	...	5 4	7 21		9 58	...	11 28
16 15	10 90	7 10	144	Beaumont-le-Roger		16	...	...	5 16	7 34		»	...	»
16 70	11 25	7 35	149	●Serquigny (Bp)		17	...	...	5 26	7 46		»	...	11 46
				Oissel, Rouen, 114.		18	...	...	5 36	7 53		10 12	...	11 52
17 80	12 »	7 85	159	●Bernay	arr.	19	...	...	5 44	8 14		10 16	...	15
				Ste-Gauburge, 130; Cormeilles, 156.	dép.	20	...	...	5 58	8 26		10 26	...	25
19 40	13 10	8 55	173	St-Martin-de-Fresne		21	...	...	»	8 31		10 28	...	28
21 40	14 45	9 40	191	●Lisieux (Bp)	arr.	22	...	...	6 24	8 52		»	...	»
				Trouville et Honfleur, 122; La Trinité-de-Réville, 127.	dép.	23	...	...	6 44	9 18	10 31	10 58	...	38
22 60	15 80	10 30	203	●Mesnil-Mauger		24	5 3	...	7 29	9 31	10 35	11 5		1 9
24 20	16 35	10 65	216	●Mézidon (Bp)	arr.	25	5 30	...	7 53	9 55		»	29	1 31
				Trouville, 124; Le Mans, 133.		26	5 50	...	8 4	10 4		11 30	11 34	1 36
25 20	17 »	11 10	225	Moult-Argences	dép.	27	6 7	...	8 21	10 18		11 31	11 43	1 44
26 5	17 35	11 45	232	Frénouville-Cagny		28	6 22	...	8 34	10 31		»	11 59	»
						29	»	...	8 43	10 40		»	10	»
26 75	18 05	11 80	237	●Caen (Bp)	arr.	30	6 46	...	8 53	10 50		11 52	23	2 6
				(126, 132, 134, 138, 152, 158, 160)			300							
					dép.	31	6 52							
27 60	16 75	12 20	246	Carpiquet		32	6 58	...	10 5	11 26				2 28
28 35	19 15	12 45	253	Bretteville-Norrey		33	8 03	...	10 19	11 40			1429	2 32
29 »	19 60	12 75	259	Audrieu		34	8 41	...	10 28	11 49			V.R.	2 40
30 15	20 35	13 25	269	●Bayeux (151)		35	8 51	...	10 38	11 58				2 49
31 25	21 10	13 75	279	Crouay (q)		36	9 8		10 57	12 18				3 5
31 70	21 40	13 95	283	●Le Molay-Littry (152)		37	9 22		11 14					3 15
33 15	22 40	14 60	296	●Lison (bp)		38	9 30		11 18	...				3 25
				Lamballe, 136.	arr.	39	9 35		11 25	...				3 40
33 80	22 85	14 90	302	●Réuilly	dép.	40			11 45	...				3 49
				Isigny, 143.	arr.	41			11 53	...				3 56
35 15	23 75	15 45	314	●Carentan (127)	dép.	42	...		11 55	...				3 58
36 50	24 65	16 05	326	●Chef-du-Pont (157)		43	...		12 13	...				4 18
37 20	25 10	16 35	332	Fresville		44	...		12 28	...				4 34
37 50	25 35	16 50	335	●Montebourg (149)		45	...		12 37	...				4 39
38 40	25 95	16 90	343	●Valognes (149)		46	...		12 45	...				4 48
39 55	26 70	17 40	353	●Sottevast (129)		47	...		12 59	...				5 6
40 30	27 30	17 75	360	Couville		48	...	11 57	1 18	...			4 24	5 22
40 90	27 90	18 »	365	Martinvast		49	...	12 9	1 30	...			4 39	5 33
41 55	28 05	18 30	371	Cherbourg	arr.	50	...	12 19	1 39	...			4 50	5 43
				Coutances, 128.			...	12 27	1 47	...		2 33	5 »	5 58

Train venant de La Haye-du-Puits.

Train allant à Trouville-Deauville.

Train venant de La Haye-du-Puits.

A partir du 15 juin 1910.

W.R. Wagon-restaurant entre Paris et Cherbourg et *vice versâ* aux trains 315 et 328. — Entre Paris et Caen et *vice versa* aux trains 365 et 364, jusqu'au 31 mai 1910 et entre Paris et Lisieux et *vice versa*, à partir du 1er juin 1910.

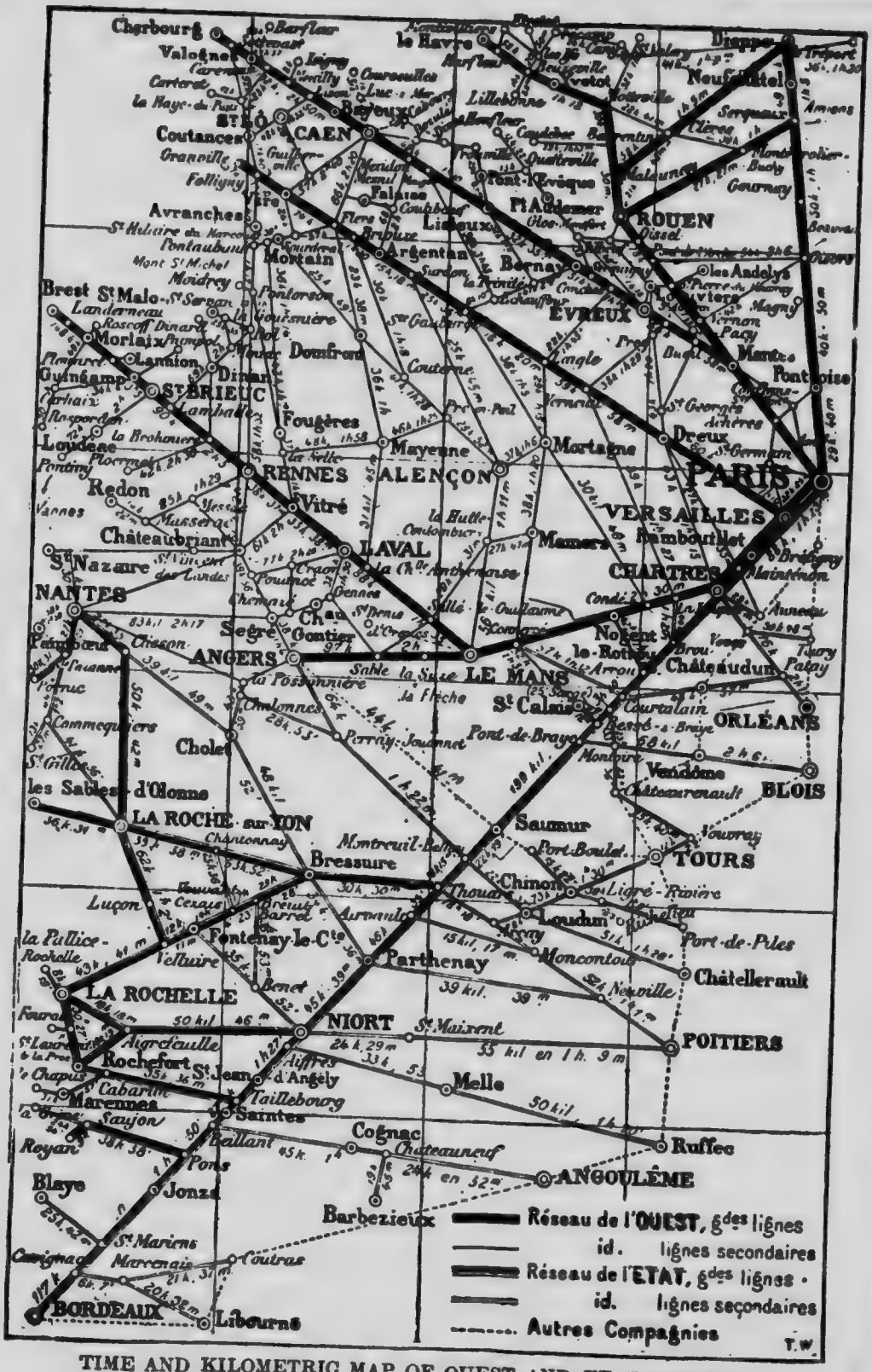
W.R.B. Wagon-Restaurant-Buffet (page VIII).

V.C.C. Voitures de 1re classe à couloir et à couchettes avec water-closet et toilette entre Paris et Cherbourg.

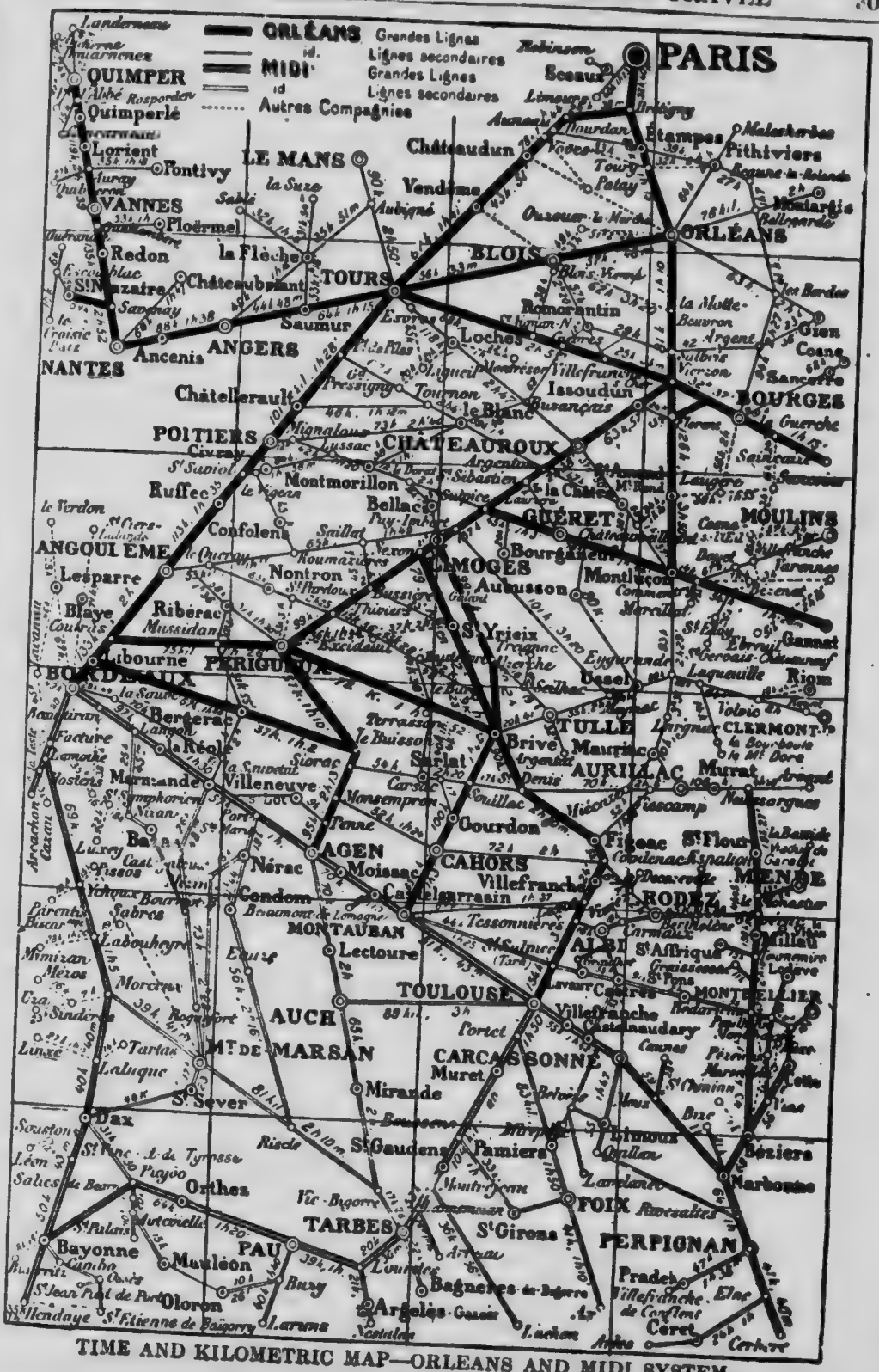
Voir l'explication des signes page III.

(a) Le train 313 ne prend : 1° à Paris et à Evreux-Embr. que les voyageurs pour Trouville-Deauville, Villers-sur-Mer, Houlgate et Dives-Cabourg ; 2° à Lisieux, que les voyageurs sans bagages pour Villers-sur-Mer, Houlgate et Dives-Cabourg. Il prend toutefois à Lisieux les voyageurs sans bagages pour Trouville-Deauville, mais seulement dans la limite des places disponibles.

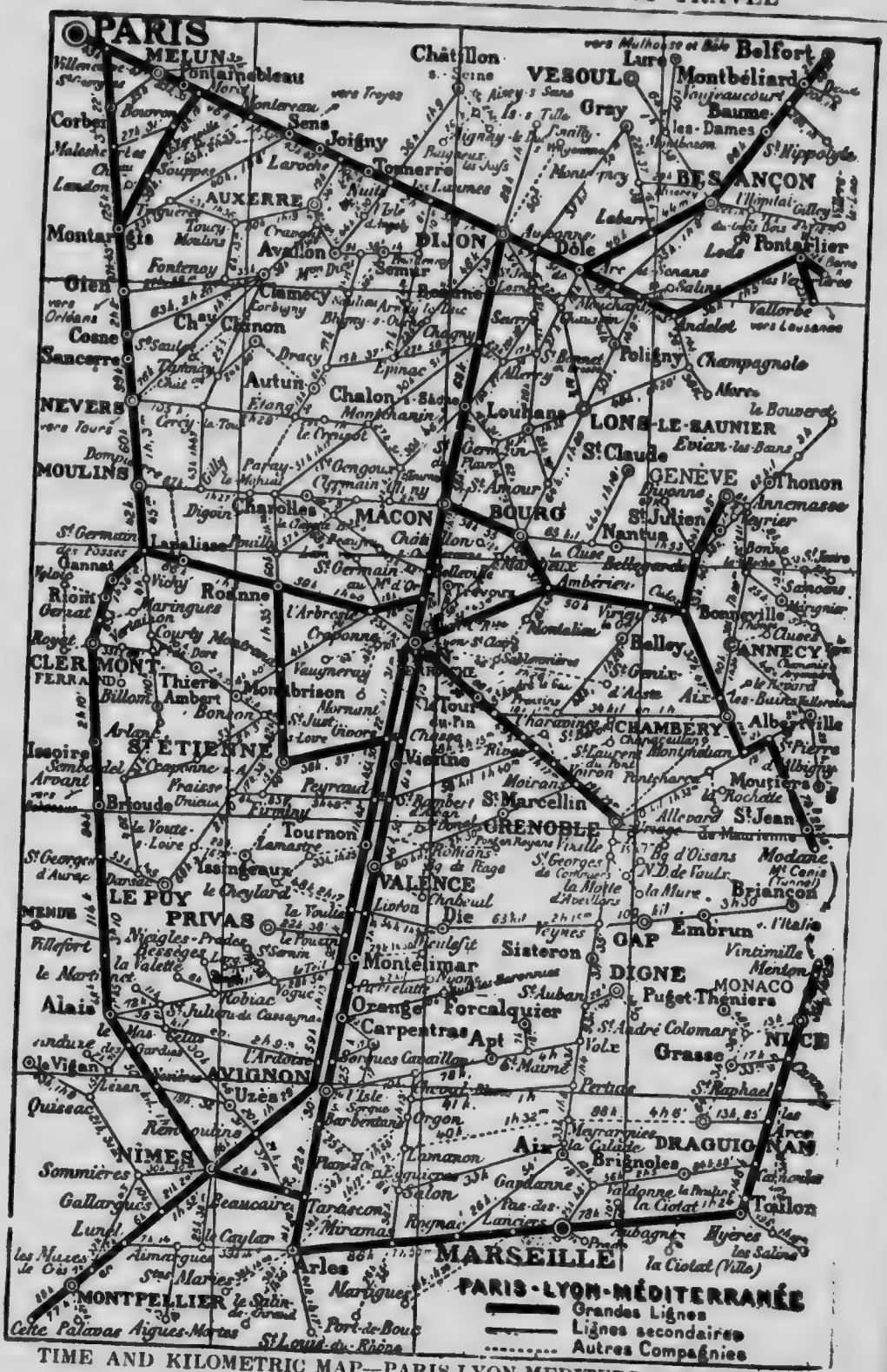
(b) Le train 315 ne prend de voyageurs de 3e classe que pour les au-delà de Mantes-



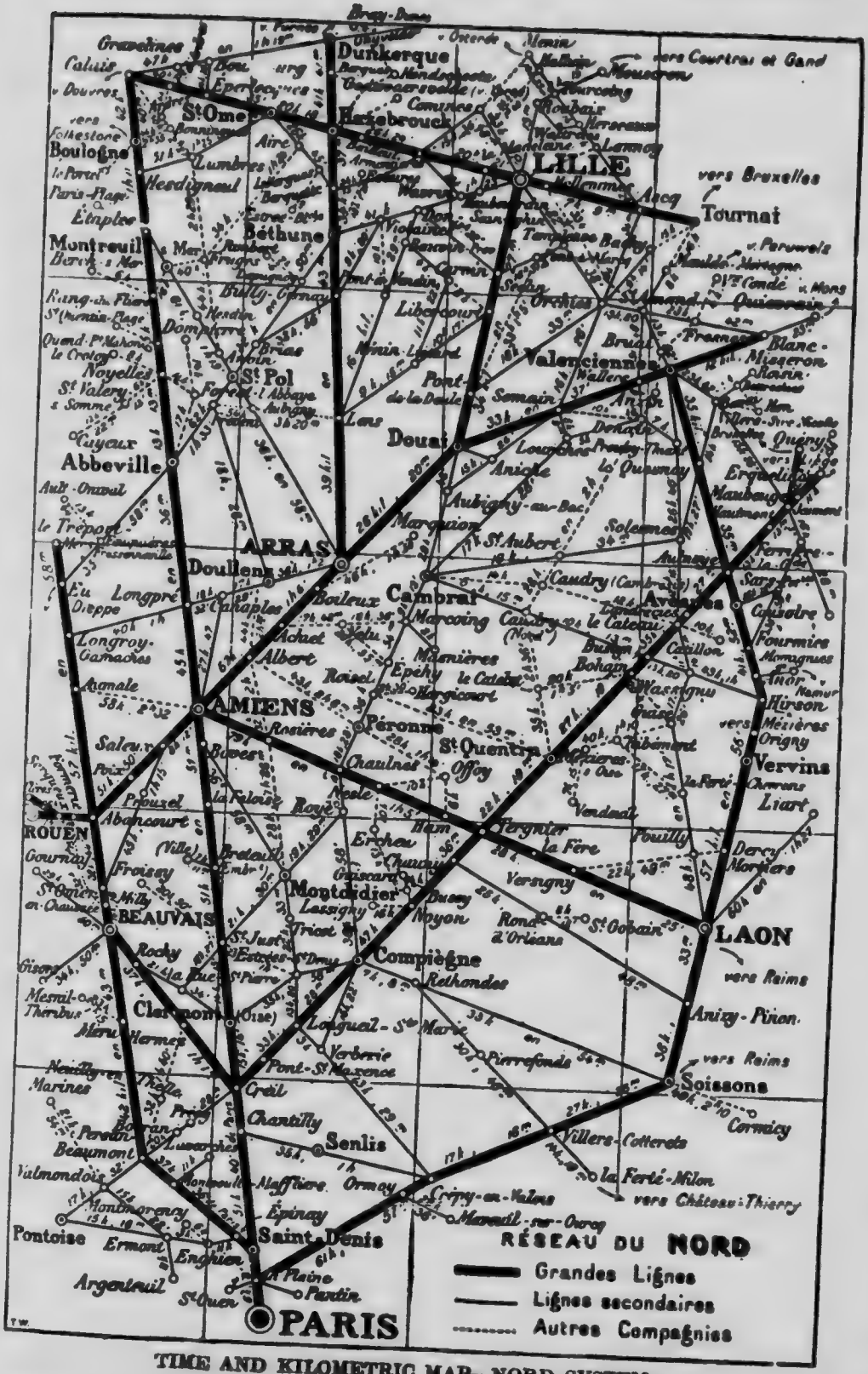
TIME AND KILOMETRIC MAP OF OUEST AND ETAT SYSTEM.



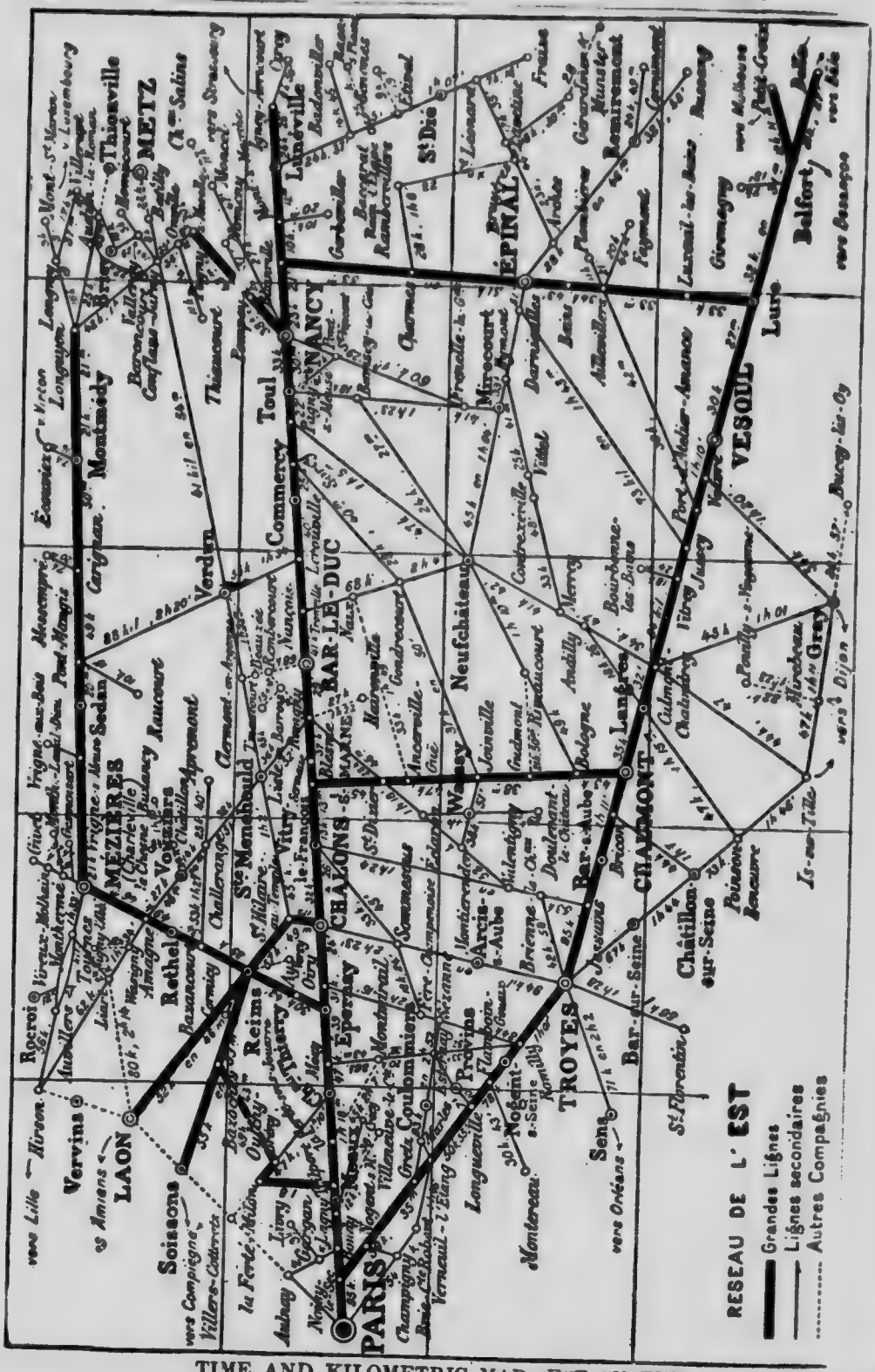
TIME AND KILOMETRIC MAP—ORLEANS AND MIDI SYSTEM.



TIME AND KILOMETRIC MAP—PARIS-LYON-MEDITERRANEE SYSTEM.



TIME AND KILOMETRIC MAP—NORD SYSTEM.

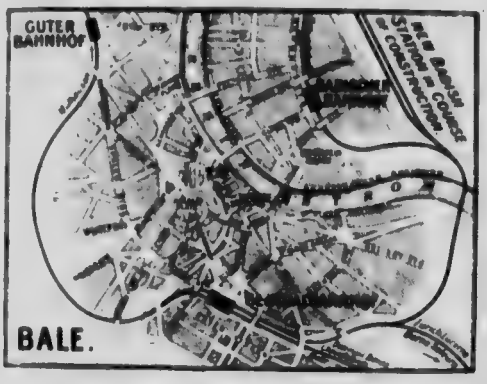

RESEAU DE L' EST
Grandes Lignes
Lignes secondaires
Autres Compagnies
PARIS
LAON
Soissons
Vervins
Rethel
MÉZIÈRES
Sedan
Montmédy
Verdun
METZ
Thionville
Toul
NANCY
Commercy
BAR-LE-DUC
Longwy
Longuyon
Conflans-Jarny
Pont-Mangis
Mont-St-Martin
Luxembourg
Stenay
Dun
Clermont-en-Argonne
Ste Menehould
St Hilaire
Vitry-le-François
Revigny
Bar-le-Duc
Nancy
Lunéville
Gerbéviller
Badonviller
Raon-l'Etape
Rambervillers
Baccarat
St Dié
Charmes
Pompey-Frouard
Pagny-s-Meuse
Neufchâteau
Mirecourt
Darnieulles
Bains
Xertigny
Plombières
Arches
Fraize
Gérardmer
Remiremont
Munster
Fougerolles
Luxeuil-les-Bains
Vesoul
Port-s-Saône
Gray
Dijon
Is-sur-Tille
Langres
Chaumont
Bar-s-Aube
Troyes
Nogent-s-Seine
Sens
Bar-sur-Seine
St Florentin
Châtillon-s-Seine
Poinson-Beaucourt
Belfort
Lure
Giromagny
Ronchamp
Rioz
Montbéliard
Mulhouse
Epernay
Reims
Vitry-le-François
Chalons
Sommesous
Arcis-s-Aube
Provins
Coulommiers
Meaux
Lagny
Nogent-s-Marne
Vincennes
Versailles
Rouen
Le Havre
Caen
Cherbourg
Dieppe
Amiens
Abbeville
Boulogne
Calais
Lille
Roubaix
Tourcoing
Valenciennes
Douai
Arras
Hirson
Charleville
Mézières
Givet
Maubeuge
Cambrai
Compiègne
Villers-Cotterêts
Laferté-Milon
Dreux
Chartres
Orléans
Blois
Tours
Angers
Nantes
Le Mans
Alençon
Caen
Rouen
Le Havre
Dieppe
Saint-Malo
Rennes
Lorient
Brest
Quimper
Saint-Brieuc
Guingamp
Morlaix
Saint-Nazaire
Angoulême
Poitiers
Bordeaux
Bayonne
Toulouse
Montauban
Cahors
Limoges
Clermont-Ferrand
Vichy
Moulins
Nevers
Bourges
Châteauroux
Le Mans
Alençon
Caen
Cherbourg
Dieppe
Le Havre
Rouen
Versailles
Vincennes
Lagny
Nogent-s-Marne
Meaux
Coulommiers
Provins
Sens
Troyes
Bar-s-Aube
Langres
Chaumont
Vesoul
Belfort
Mulhouse
Colmar
Strasbourg
Saverne
Sarrebourg
Metz
Thionville
Longwy
Verdun
Toul
Nancy
Epinal
Remiremont
Gérardmer
Luxeuil
Lure
Belfort
Montbéliard
Rioz
Gray
Dijon
Is-sur-Tille
Langres
Chaumont
Troyes
Sens
Bar-sur-Seine
Châtillon-s-Seine
Poinson-Beaucourt
Bar-le-Duc
Commercy

(Bp) Buffet with basket-supply
(b) Refreshment room.
(bp) do do with basket-supply.
(P.N.) Grade Crossing.
(V.M.) Travelers with merchandise.

The following are considered as holidays: January 1st, Easter Monday Ascension Day; Whitsun Monday, Assumption Day, All Saints Day and Christmas Day.

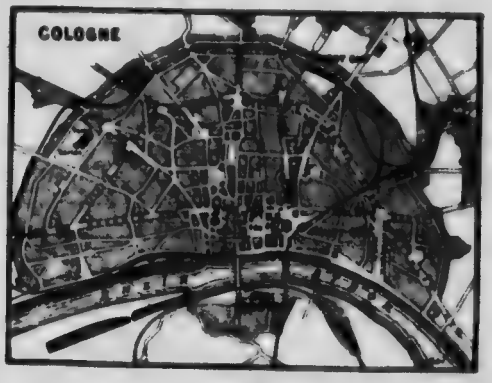
RAILWAYS IN GERMANY

Traveling in Germany is very comfortable and is comparatively cheap. The railroads are owned by the State



and they are run with such caution that accidents are practically unknown. The speeds, however, are nothing remarkable. On some lines baggage up to 50 pounds is free, but on other roads all baggage must be paid for. The customs examinations are fairly rigorous, although not as much

so as in our own country. Preserved meats must not be brought into Germany. Children under four years travel free; children from four to ten years pay half fare. Porters will be found at all railroad stations who will carry baggage to cabs or put it in the coat rooms, called "gepäck." The time which is used on German railroads is that of mid-Europe, which is an hour in advance of Greenwich. The best seasons for traveling in Germany are the spring and autumn and the summer is especially agreeable on the coast. The mountainous districts are also largely frequented, especially by the natives, in the summer. Dresden, Munich, Weimar, Heidelberg and Stuttgart have large American colonies. Rundreise tickets are referred to on page 312.



Through-corridor trains, or trains de luxe, which are marked "D" in railway guides, have carriages with compartments for two or four passengers in them. The carriages are connected by covered passages or vestibules, as we term them in this country, and are very comfortably furnished. At night they are converted into sleeping-cars, and a dining-car is attached to all trains. An additional

charge of about 10 per cent. on the express fares is made for the use of these trains. Through-corridor trains, marked "D" in the railway guides, have generally only first to third-class compartments. These afford every comfort for long journeys. The connection between the carriages is the same as those of the "L" trains, and

the seats are numbered. The night trains on the more important lines are provided with sleeping-cars, in which refreshments can be obtained. All "L" and "D" trains, as well as some of the express trains, have dining-cars. Prices of provisions, etc., are fixed by the railway officials, and are moderate. Special cars are placed at the disposal of passengers if notified in proper season, and if at least 12 tickets are taken. Separate first-class compartments will be reserved on payment for four first-class tickets. These seats will be charged for if a separate second-class compartment is desired, and eight seats in the case of a reserved third-class compartment. Each train has special ladies' smoking and non-smoking compartments. Detail information with regard to fares, tickets and their use, is provided in separate manuals for travelers under the German title "Merkbuch fur Reisende," which can be had free of charge at all ticket offices. Porters, who can be recognized by their badges and numbers, are at the disposal of passengers, and will be found both inside and outside of the stations. Their authorized charges are stated in a tariff which each one must carry and exhibit on demand. Light luggage can be placed in the left luggage office, which bears the euphonious name "Gepackaufbewahrungstelle," where tickets will be issued for it. In traveling in Germany it is hardly necessary to use all of this word at once. "Gepack" is usually sufficient to indicate your wishes to the porter. When stations must be changed, the use of a cab is recommended. In large towns like Berlin and Hamburg metal disks bearing the respective numbers of the licenses of railway cabs are obtainable from a policeman, who will always be found at the station entrance. The tariff for such cabs is fixed by the police authorities, and is exhibited in each vehicle. In the case of taximeter cabs, the fare to be paid will be shown on the recording dial on the box which faces the passengers. Motor cars are also to hire in the smaller towns.

For short journeys, the official railway guides and time-tables will be found sufficient. They may be obtained either free of charge or for small sums at the ticket offices. Official information offices are found in all stations of importance. The German Tourist Association has branches all over Germany. The larger branches of this union form the United German Tourists' Association, the head office of which is in Leipsic, No. 20 Kupfergasse. All printed matter issued by this association will be forwarded to any country free of charge on application. The information can be obtained in the German, English and French languages.

EXTRACT FROM THE RULES AND REGULATIONS FOR RUNDREISE TICKETS

1. Circular tour tickets not transferable. Signature of the passenger. The Circular Book of coupons is not transferable. The passenger has to sign his or her name in ink on the cover of the booklet. In case the passenger should have omitted to sign, the railway officials must obtan the signature at the first station where it is possible to do so. The passenger shall again have to write his or her signature in case this should be requested by the railway officials. A circular tour ticket used illegitimately will be forfeited and the holder will be treated as a passenger travelling without a ticket.

2. Children under four years of age will be conveyed free of charge, provided no separate seats are claimed for them. Every child whose transportation is paid for is entitled to a full seat.

3. Baggage. Passengers travelling with circular tickets are not entitled to the free conveyance of any registered baggage. A certain quantity of hand baggage will, however, be permitted in the carriage free of charge. All other baggage will be charged for according to the existing tariffs. For particulars about through registration of baggage for journeys by steamer, train or coach, and about the conveyance of registered baggage by the railway administration between train and steamer, steamer and landing stage or between train and landing stage, passengers are referred to the Rules and Regulations for Circular Tickets (Fahrscheinverzeichniss). The presence of the passenger is required for the examination of his or her baggage by custom house officers.

4. Beginning and performing the journey. The journey may be commenced at any time during the availability of the ticket. The coupons must be used in the same consecutive order as they are fixed in the booklet. If desired, the journey may also be performed in reversed direction. Coupons forming a separate circular trip commencing either at the last station of a coupon or at an intermediate station, may also be used in reversed direction, provided the journey or circular trip does not contain one or more coupons which are only available in one direction. In case more than one circular or other trip is commenced at the last or at an intermediate station of a coupon, the passenger is free to perform these trips in the order he or she chooses (see also No. 5). If the journey is commenced at an intermediate station of the first coupon of the circular book, the coupon

must be endorsed by the station master before departure.

5. Tickets available both by rail and by steamer. If a coupon is available either by rail or by steamer, the passenger is only allowed to travel entirely by rail or entirely by steamer. For exceptions see the Rules and Regulations for Circular Tickets (Fahrscheinverzeichniss).

6. Break of journey. The passenger is permitted to break the journey at any station (*). No formality is required at the departure—an intermediate—or the terminal station mentioned on the coupons. At any other station where the passenger wishes to alight, the coupon has to be endorsed immediately by the station master. (On the Swiss railways, however, this endorsement is not required.) Without this endorsement the coupon loses its availability up to the next station mentioned on the coupon, if such a station is not mentioned, up to the terminal station of the coupon in question. Break of journey is not allowed at an intermediate station of a coupon, if travelling by steamer or by coach. For exceptions see the Rules and Regulations for Circular Tickets. The passenger may break his or her journey for any length of time provided the journey is completed within the period for which the ticket is available.

7. Collecting of tickets by railway officials. The coupons are collected by the railway officials. The passenger has to see that the correct coupons are being collected. Should a coupon be wrongly taken out, its restitution is to be immediately demanded, or application to be made to the station master. Tickets of which the cover cannot be produced and tickets out of their consecutive order are not valid, and must be given up by the passenger. The last coupon having been removed, the cover will be clipped and returned to the passenger.

8. The period of availability of the ticket expires at midnight of the last day of availability. The period of availability cannot be prolonged under any circumstance. As soon as the journey has been commenced no coupons can be added or substituted in the booklet.

9. The value of lost tickets cannot be refunded. Neither can any reimbursement be made for coupons which have not been used.

10. Third class coupons on the Hungarian railways are only available by ordinary trains, but entitle passengers to the use of express trains upon payment of an additional charge, which can also be paid on board the train.

11. Seats and supplementary charges. The tickets are only available by Luxe (express) trains in case there is sufficient room and on payment of the supplementary fare fixed for the use of these trains.

(*) The journey may only be broken once:

a) On the Danish State Railways on a coupon available for a distance of 100 km.

b) On the Swedish Railways on a coupon available for a distance of 350 km. and over.

c) On the Hungarian Railways on any coupon. If the terminal station is beyond Buda-Pesth, the journey may also be broken at Buda-Pesth.

GERMAN TIME-TABLES

"*Hendschel's Telegraph*" comes in two editions, of which the larger is naturally the best. This is called the "*Grosse Ausgabe*"; it is published at Frankfort-on-the Main, and costs 2 marks, 50 pf. It is a rather portly volume, weighing about two pounds. It contains 1,300 pages, of which 300 pages are advertisements, which can be taken out without detriment to the book. There is an excellent index, and the book is fairly easy to use. We reproduce herewith a page from it, giving a good time-table for the railway between Hamburg and Berlin. This is only given as an example, and it should not be used to travel by. The column at the left gives the distance in kilometers. The following is a translation of the general information and abbreviations from the front of the book, and it is believed that this will be of special value:

HENDSCHEL'S TELEGRAPH.

DIRECTIONS FOR USE.

In both the general and special maps, the main railway lines, for through travel, are indicated by full-faced lines. Consult also the list of stations, whose numbers correspond with the numbers on the maps, and refer to the numbers in the time-tables. In the list of stations, branch lines from all railway centres are given separately. If a given place can be reached by more than one route, this is indicated by the name of an intervening station.

Trains having sleeping cars are indicated by the letters S. W.

Trains having dining cars are indicated by R. W.

Trains are distinguished by the railway companies according to numbers. The train number will be found at the head of the column. If two trains have the same number, they are distinguished by the addition of "a" or "b" to the number, these letters having here no connection with letters used in reference. The classes of the German and Austrian railways and partially of outside lines, are indicated either by figures below the train numbers, or by references. The class given is only for one line, not applying to connecting lines.

The hours from 6 P. M. to 5.59 A. M. are indicated by underlining the minute figures.

For Germany, the express trains which require no extra tariff are indicated by full-faced type for the hour figures. Such express trains as require extra tariff have the hours in full-faced type, also a dotted line at the left

V. 1. Mai 1900 — **61 Altona-Hamburg-Wittenberge-Berlin**

km	Preuss. Staatsb. / Dir. Altona	1	1	13	17	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		1—3	1—3		1—3	1—3		1—4	1—4	1. 2		1—4	1—3		1—3	1—3	3. 4		1—3	1—4		1—3					
	a. Kiel 25	11 06	15 27	—	—	8 24		—	—	9 22		—	11 27		2 24	—	—		5 52	—		8 34					
0,0	Altona H. B. ab	5 19	7 27	—	—	8 24		8 35	9 41	12 14		1 03	2 45		4 22	5 52	—		7 47	8 [illegible]		11 00					
2,2	Altona Holstenstr.	5 22	7 33	—	—	8 30		8 41	9 46			1 08	2 51			5 58	—		7 53	8 44		11 15					
3,4	Hamburg Sternsch.	5 25	7 38	—	—	8 34		8 46	9 50			1 12	2 55			6 02	—		7 57	8 48		11 19					
5,0	Hamburg Dammtor	5 32	7 43	—	—	8 40		8 51	9 55	12 22		1 17	3 00		4 31	6 07	—		8 02	8 [illegible]		11 [illegible]					
6,5	Hamburg H. B. an	5 37	7 47	—	—	8 44		8 55	9 59	12 26		1 21	3 05		4 35	6 11	—		8 06	8 57		11 [illegible]					
	a. Cuxhav. St. 1025	—	—	—	—	4 30		—	6 15	8 22		—	11 33		—	2 29	—		4 46W	5 03		7 54 e					
	a. Lübeck 58	—	5 32	—	—	—		—	8 24	10 49		12 08	—		—	4 45	—		—	8 00		9 48					
6,5	Hamburg H. B. ab	5 05	7 56	—	—	8 50		9 08	10 04	12 32		1 32	3 14		4 43	6 12	6 40 b		8 17	9 10		11 [illegible]					
14,5	Billwärd-Moorf.			—	—				10 16											9 [illegible]							
17,7	Mittl. Landweg			—	—				10 21			1 46								9 [illegible]		SW					
23,2	Bergedorf	5 23e		—	—			9 29	10 30			1 55								9 [illegible]		11 57 e					
26,8	Reinbek			—	—			9 37	10 38			2 02								9 37							
29,1	Wohltorf			—	—				10 44	SW					SW					9 [illegible]		SW					
31,8	Aumühle			—	—				10 50	SW		2 10			SW					9 57			25				
33,6	Friedrichsruh			—	—			9 47	10 56			2 15								10 02		12 13 e					
43,9	Schwarzenbek	6 42		—	—			10 01	11 16			2 30				6 54				10 16		12 [illegible]					
49,1	Müssen			—	—				11 24			2 37								10 [illegible]							
54,3	Büchen ab	6 53		—	—	9 31 e		10 13	11 31			2 44	3 54			7 08	7 52 b			10 [illegible]		12 [illegible]					
	a. Kiel Gb. Neum.	—	—	—	—	—		—	6 24	—		11 27	—		—	2 24	—		—	5 52		—					
	a. Kiel Gb. Lüb. 50	—	—	—	—	—		—	7 36	—		10 12	—		—	3 03	—		—	6 02		—					
	a. Lübeck 50	—	—	—	—	8 23		—	10 42	—		1 31	2 54		—	5 44	—		—	8 [illegible]		10 [illegible]					
54,3	Büchen ab	6 56		—	—	9 32 e		10 16	11 38			2 47	3 56			7 08	7 55 b			10 50		12 [illegible]					
60,6	Schwanheide	7 03		—	—			10 25	11 46			2 55					8 02 b			10 58							
68,3	Boizenburg St. Bhf.	7 11		—	—			10 35	11 56			3 05				7 [illegible]	8 12 b			11 08		12 47					
81,6	Brahlstorf	7 24		—	—			10 54	12 12			3 23				7 [illegible]	8 30 b			11 [illegible]		1 13					
90,6	Pritzier	7 33		—	—			11 06	12 23			3 34				7 44	8 43 b			11 [illegible]		1 [illegible]					
101,4	Hagenow Lnd. Stan	7 44		—	—	10 09		11 19	12 35			3 46			5 57	7 55	8 55 b			11 51		1 [illegible]					
	a. Kiel 69	11 06	—	—	—	6 24		—	—	—		11 27	—		2 57	3 06	—		—	6 02		—					
	a. Lübeck 69	5 [illegible]	—	—	—	8 23		—	—	—		1 31	—		4 40	5 44	—		—	8 [illegible]		—					
101,4	Hagenow: Land ab	7 46		—	—	10 14		11 25	12 40			3 49			6 02	7 57	8 56 b			12 00		1 [illegible]					
112,6	Jasnitz	7 58		—	—			11 39	12 56			4 02				8 08	9 11 b			12 16 e							
122,5	Ludwigslust 80 an	8 09		—	—	10 31		11 51	1 08			4 14	4 49		6 20	8 18	9 31 b			12 [illegible]		2 [illegible]					
	a. Lübeck 52	—	—	—	—	—		—	—	—		—	—		—	5 28	—		—	9 10		—					
	a. Rostock 52	—	—	7 00	7 00	—		9 15	—			11 51	11 51		3 53	6 21	—		—	9 05		—					
	a. Schwerin 52	7 15	—	9 37	9 37	—		12 06	—			3 15	3 15		6 39	7 19	—		—	11 [illegible]		11 [illegible]					
122,5	Ludwigslust 74 ab	8 12		10 27	10 36			11 54	1 12			4 20	4 52		6 [illegible]	8 11				12 [illegible]		2 [illegible]					
130,0	Grabow	8 21		m				12 05	1 23			4 30				8 [illegible]				12 [illegible]		2 [illegible]					
138,4	Wend. Warnow	8 30		m				12 17	1 34			4 41				8 [illegible]				1 [illegible]		2 [illegible]					
148,9	Karstädt	8 41		m				12 30	1 48			4 54				8 51				1 [illegible]		2 [illegible]					
157,5	Dergenthin	8 50		m				12 41	1 59			5 04				9 00				1 [illegible]							
166,6	Wittenberge an	9 00	9 52	11 02	11 10			12 52	2 10	2 23		5 15	5 27		6 55	9 11			10 14	1 [illegible]		3 09					
	i. Magdeburg 740	12 21	—	—	1 04			3 48	—	6 47		—	—		8 58	11 54	—		12 00	—		5 45					
	i. Dresden N. 595	—	—	—	—	—		—	—	—		—	—		—	—	—		—	—		10 58					
	i. Dresd. H.B. 595	—	—	—	—	—		—	—	—		—	—		—	—	—		—	—		11 06					
	i. Breslau 595	—	—	—	—	—		—	—	—		—	—		—	—	—		—	—		1 40					
	i. Leipzig Berl. 740	—	—	—	3 03	6 [illegible]		—	—	—		—	—		11 00	—	—		3 48	113		8 19					
	i. Dresden N. 740	—	—	—	6 02	8 41		—	—	—		—	—		1 00	—	—		8 06	1—4		10 17					
	i. Dresd. H.B. 740	—	—	—	6 10	8 49		—	—	—		—	—		1 10	—	—		8 17	—		10 26					
166,6	Wittenberge ab	9 06	9 57	—	11 16			1 01	2 41	2 27		5 36	5 31		6 [illegible]	9 15	—		10 19	5 40		3 [illegible]					
173,2	Kuhblank			—				1 09	2 51			5 44					—			5 49							
180,4	Wilsnack	9 20		—				1 19	3 02			5 54				9 [illegible]	—			6 00		3 [illegible]					
191,4	Glöwen 60a, 2285	9 33		—				1 33	3 18			6 08				9 [illegible]	—			6 20		3 [illegible]					
201,1	Breddin 2486	9 43		—				1 45	3 32			6 20				9 [illegible]	—			6 37		3 [illegible]					
210,7	Zornitz	9 53		—				1 56	3 44			6 31				9 [illegible]	—			6 52		4 01					
217,8	Neustadt St. B. an	10 02		—				2 06	3 55			6 41				10 [illegible]	—			7 03		4 12					
217,8	Neustadt St. B. ab	10 05		—				2 12	3 59			6 47				10 11	—			7 10		4 14					
231,6	Friesack	10 19		—				2 28	4 16			7 02				10 [illegible]	—			7 28		4 [illegible]					
236,2	Vietznitz			—				2 34	4 23			7 08					—			7 36							
247,2	Paulinenaue 63	10 32		—				2 47	4 36			7 [illegible]				10 37	—			7 49		4 [illegible]					
251,0	Berger Damm			—				2 56	4 46			7 [illegible]					—			7 59							
257,8	Nauen 784	10 46		—				3 06	4 57			7 37				10 51	—			8 10		5 [illegible]					
270,1	Finkenkrug			—													—										
272,8	Seegefeld			—													—										
281,6	Spandau e an	11 08		—	12 41			3 31	5 25			8 04	6 58			11 12	—			8 39		5 [illegible]					
293,3	Berlin L. B. an	11 24	11 35	—	12 56			3 49	5 42	4 00		8 [illegible]	7 14		8 [illegible]	11 [illegible]	—		11 [illegible]	8 56		5 [illegible]					
	i. Dresden N. 490	4 04	4 04	—	—			8 44	9 40	8 40		—	—		2 00	—	—		—	—		10 58					
	i. Dresd. H.B. 495	4 12	4 12	—	—			8 51	9 48	9 48		—	—		2 13	—	—		—	—		11 06					
	i. Leipzig Bay. 565	4 03	4 03	—	—			—	9 10	7 54		—	—		—	—	—		—	—		10 01					
	i. Breslau 290	—	5 53	—	8 12 r			—	—	6 56		—	—		4 53	—	—		—	5 02 r		11 48					

V. 1. Mai 1900 — **61a Dettmannsdorf-Kölzow-Marlow** (Mechl. Staatsb.) 2. 3. Kl.

km																									
km	Dettmsd.-Kölz. 55 ab	7 03	9 30	1 43	6 15	10 [illegible]	W	12 17	F	—	Marlow ab	6 19	8 49	10 10	2 15	6 [illegible]	—
8,0	Marlow an	7 28	9 55	2 08	6 [illegible]	10 58	W	12 [illegible]	F	—	Dettmsd.-Kölz. 55 an	6 44	9 14	10 35	2 40	7 [illegible]	—

V. 1. Mai 1900 — **62a Grevesmühlen-Klütz** (Mechl. Staatsb.) 2. 3. Kl.

km																			
km	Grevesmühlen ab	10 58	2 35	7 [illegible]	h	10 [illegible]	—	—	—	Klütz ab	7 35	12 20	5 20	9 [illegible]	h	—	—
4,3	Gostorf X	11 09	2 46	7 [illegible]	h	10 [illegible]	—	—	—	Gostorf X	8 04	12 49	5 49	9 [illegible]	h	—	—
15,3	Klütz an	11 38	3 15	8 00	h	11 00	—	—	—	Grevesmühlen an	8 15	1 00	6 00	10 00	h	—	—

V. 1. Mai 1900 — **62 Lübeck-Schlutup** (Lübeck-Büchener Eisenb.) 2.–4. Kl.

km																			
km	Lübeck ab	7 50	10 50	1 45	5 28	6 [illegible]	8 [illegible]	—	—	Schlutup ab	6 50	9 50	12 30	2 [illegible]	5 00	7 [illegible]	8 [illegible]
13,7	Schlutup an	8 25	11 18	2 13	5 56	7 [illegible]	8 [illegible]	—	—	Lübeck an	7 18	10 18	12 58	3 10	5 [illegible]	6 [illegible]	9 [illegible]

b Sa., e in Spandau wird nur zum Anwaitsen angehalten. h im Juli u. Aug. Ldgl., sonst nur Mi u. F., m im Juli u. Aug. r Sb. Rennen a. 180 s an F 8 12.

Specimen page of "Hendschel's Telegraph"

hand side of the column. Trains made up of through carriages are indicated by "D" before the train number. Drawing-room car trains are indicated by full-faced type for the hours, dotted line at the left of the column, and "L" before the train number. Travelers who wish to reserve seats in through carriages can do so at the station of departure without extra charge. The express and drawing-room car trains outside of Germany are indicated simply by full-faced type for the hours.

The letters over or beside the hours refer to remarks alphabetically arranged on the same page. "a" means, "Train stops only to let off passengers"; "b" means "Train stops only to take passengers." Week-day trains are indicated by "W," Sunday and holiday trains by "F."

To the tariff for persons and luggage is added a table of prices from which the distance to any given point, and the price of the journey, can be estimated. Similar kilometric distances are given, in the case of several large cities, in the list of stations.

The time-tables are made up, for Germany, Austria-Hungary, Denmark, Sweden and Norway, Italy, Switzerland, Servia and Western Turkey, according to Central European time; for Belgium, Great Britain, the Netherlands and Spain, according to Western European time; for Bulgaria, Roumania and Eastern Turkey, according to Eastern European time; for France, according to Paris time; for Portugal, according to Lisbon time; for Greece, according to Athens time; and for Russia according to St. Petersburg time.

Central European time is indicated by M. E. Z.

Western European time is indicated by W. E. Z.

Eastern European time is indicated by O. E. Z.

Paris time by P. Z.
Lisbon time, L. Z.
Athens time, A. Z.
St. Petersburg time, Pt. Z.
Central European time (M. E. Z.) 12.00

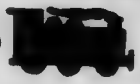
W. E. Z.	11.00
O. E. Z.	1.00
P. Z.	11.05
A. Z.	12.35
L. Z.	10.35
Pt. Z.	1.01

FURTHER ABBREVIATIONS.

So. Sunday.
Mo. Monday.
Di. Tuesday.
Mi. Wednesday.
Do. Thursday.
Fr. Friday.
Sa. Saturday.
a. from, v. (von.) Departure.
Expr Express train.
L. Z. Local train.
S. W. Sleeping car.
i. in; an. Arrival.
v. (von) from; b. (bis). To.
dir. direct.
zw. between.
zur. return.
i. s. in summer.
M. Motor carriage.

1

2

3 

4

5

i. W. in winter.
R. W. Dining car.
km. Kilometre.
Wst. "versts"
Kl. Class.
B., Bhf. Railroad station.
H. B. Central station.
Figure of locomotive, indicates railway.
Boat indicates steamer.
Bugle indicates post-wagon.

"*Reichs-Kursbuch*," which is published in Berlin, also costs 2 marks, 50 pf., and appears about eight times a year. It is not expected that the traveler will necessarily purchase either of these books, but they will always be found in hotels, where they may be consulted. We also reproduce a page from this time-table, and the following are instructions for the use of the time-table, and they also give valuable traveling hints:

"REICHS KURSBUCH."

INTRODUCTION.

If passports are required in a European country, it will be so stated in the sections containing the time table for that country. The finding of the proper route will be facilitated by referring to the railway map of the Imperial Railway Guide. In the railway time tables the names of the stations are usually placed in the middle; on the left, enclosed in black lines and opposite to the names of the stations, are the times of the trains. These should therefore be read from the top downwards. On the right of the names of the stations and likewise enclosed in black lines are the times of the trains running in the opposite direction; these are to be read from the bottom upwards. The night periods, from 6:00 in the evening till 5:59 in the morning, are indicated by black lines under the minutes. The new day commences with 12:01. The figures close to the names of the stations refer to the time tables of the connecting lines. If the time table of the connecting line is on the same page it is marked by the sign of a diamond with hair line. (See character No. 1).

Classification of cars.—As a rule, the trains are made up of 1st, 2nd and 3rd or of 2nd and 3rd class cars. Trains carrying 4th class, or only 1st, or 1st and 2nd class passengers are shown on the left by special lines (characters No. 2) (car class lines). First class cars are provided on many passenger trains on main lines, but not, as a rule, on branch lines. Trains not running daily are marked by a wavy line (see end of characters No. 2).

Trains to the right of ‖ carry only 1st class passengers.

Trains to the right of ‖ carry only 1st and 2nd class passengers.

Trains to the right of | carry only 1-3, or 2nd and 3rd class passengers.

Trains to the right of : carry only 1-4, 2-4 or 3rd and 4th class passengers.

Trains to the right of ‖ do not run daily.

Fast trains on German lines on which no excess fare is charged are distinguished by thick type, those on which an excess fare has to be paid, by thick type and a thick dotted

line ! on the left side of the train column. Fast trains on foreign lines are shown by heavy type.

Corridor trains and trains de luxe are distinguished by the letters D and L respectively, opposite the number of the train. Electric ("Triebwagen") (carrying no baggage) have the letter T before the train number. The mark of a period in a circle is placed before those stations between which, in addition to the regular train service, a special service, printed in another part of the time table under the same sign, is provided. Through passenger cars, sleeping cars, and dining cars between places on different railway lines are shown in the time table. The buffet is closed on dining cars on the Prussian lines between 11 at night and 6 in the morning.

Trains with mail cars attached are distinguished by the mark ‖ between the hour and minute figures of the points of departure and the termini, and by the mark ‖ if the mails are carried only on week days.

At many stations the trains stop only to set down or take in passengers, or on request. In such cases the marks *a*, *c* or × respectively will be found close to or in place of the times of arrival and departure.

Places with several passenger stations are distinguished in the German time tables by the mark : unless the stations in question are expressly named. The railway fares are calculated approximately on the basis of the normal passenger rates for 1 kilometer.

On "L" trains (1st class trains de luxe) an excess fare of from 30 to 50 per cent is charged by the International Sleeping Car Co.

On country roads the passenger fares on the mail carriages of the German Post Office which convey passengers is computed at 7-10 pf. per kilometer.

Baggage.—On some of the Austrian railways 25 kilograms are allowed free; on the French railways generally 30 kilograms; on the passenger mail carriages of the German Post Office, 15 kilograms. Branch lines and small local lines are indicated in the time tables by a hatched line before the times or close to the distance figures.

When a station within the Imperial Postal territory is at a distance of at least 2 kilometers from the boundary of the place to which it belongs, the mark ° will be found before the name of the place in question, and the distance will be given in the alphabetical index. The distances specified in the route combinations on country roads are reckoned from the station when the latter is the point of departure, otherwise from and to the centres of the respective places.

No. 7 indicates narrow gauge or electric railway.

No. 9 indicates dining car or at least an opportunity for a meal.

No. 10 indicates sleeping cars.

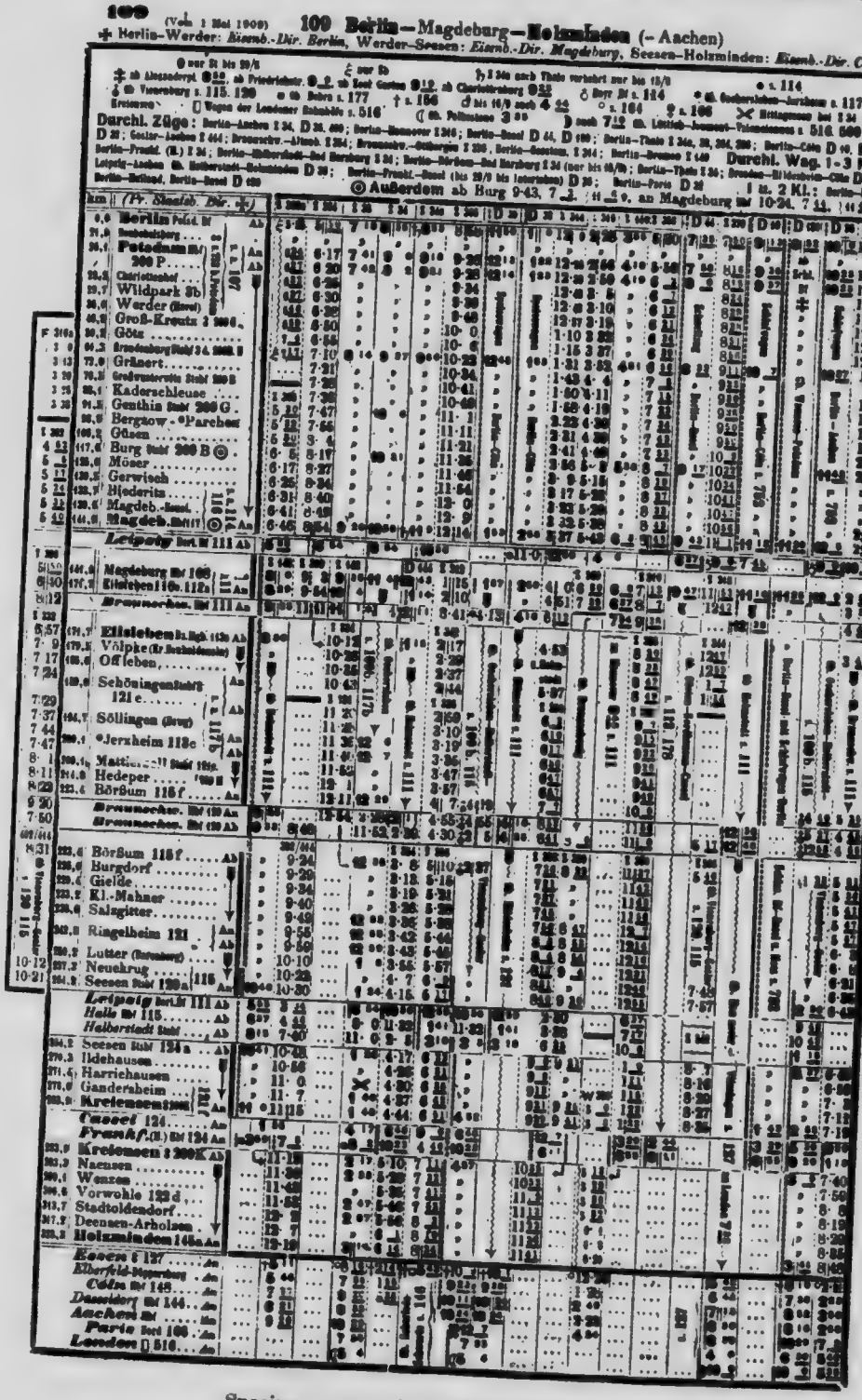
No. 2. The first character shows train carries first class only. The second character shows train carries 1st and 2nd class. The third character, a thin straight line, shows that train carries 1st to 3rd class or 2nd and 3rd class. The vertical dotted line shows that the train carries 1st to 4th class, 2nd to 4th or 3rd and 4th class. The wavy line shows that trains do not run daily. On German Railways the express trains on which no excess fare is charged are indicated by black or boldface type and express trains on which extra fare is charged are indicated by black, boldface type with a broken vertical line on the left of the train column. On foreign—non-German—railways the express trains are indicated by black face type.

L | Train de luxe. See 11.
D | Corridor train 12.
W | Week days 13.
F | Sundays and holidays 14.
Post Horn | Mail carriage connection 15
Steamer | Steamer Connection 16.

Signs referring to notes on the same page are shown by numerous characters. When in doubt consult the hotel "Portier."

SPEED

Some of the foreign trains are very fast. The Sud Express from Paris to Bayonne makes a run of 486¼ miles in eight hours 59 minutes, making six stops, or at the inclusive speed of 54.13 miles. The East Coast Express from London to Edinburgh, on the Great Northern and Northeastern Railways, covers a distance of 393¼ miles in 7 hours and 45 minutes, with three stops, the inclusive speed being 50.77 miles. The West Coast Express of the London and Northwestern and Caledonia Railway from London to Glasgow, a distance of 401½ miles, covers the distance in 8 hours, making three stops, or at the inclusive speed of 50.18 miles per hour. The fastest train on the Continent is the Paris Calais Express, which makes a run of 185 miles in 184½ minutes; there is a stop of 2½ minutes at Amiens.



Specimen page of "Reichs-Kursbuch"

RAILWAYS IN GREAT BRITAIN

The cost of railway fares in England is very high, probably the highest in the world.

Railways and Classes in England.

	Classes.
London and Northwestern..	1st 2d 3d
London and Southwestern.	1st 2d 3d
London-Brighton South Coast	1st 2d 3d
Metropolitan, London.....	1st — 3d
South London Tube.....	— — 3d
Midland Railway.....	1st — 3d
Northeastern Railway.....	1st — 3d
Southeastern and Chatham.	1st 2d 3d
Caledonian Railway, Scotland	1st — 3d
Glasgow H. S. Western, Scotland	1st — 3d
Highland Railway, Scotland	1st — 3d
North British.....	1st — 3d
Furness Railway.....	1st — 3d
Great Central.....	1st — 3d
Great Eastern.....	1st 2d 3d
Great Northern.....	1st 2d 3d
Great Western.....	1st 2d 3d
Lancashire and Yorkshire..	1st 2d 3d

Picadilly and Brompton (London Tube), one class only; zone fares.

Irish Railways.

	Classes.
Belfast and County Down.	1st 2d 3d
Cork-Bandon H. South Coast	1st 2d 3d
Dublin and Southeastern...	1st 2d 3d
Great Northern.....	1st 2d 3d
Great Southern and Western	1st 2d 3d
Midland Great Western....	1st 2d 3d

The third-class fare is based on the average of one penny per mile, the second is slightly higher and the first class is about double the third class. Return tickets are issued which are twice the fare and are available for varying periods according to distance. Throughout the year the railways issue week-end tickets available from Friday, Saturday or Sunday to Tuesday at reduced fares for all classes. In the season (summer), generally from May to October, all railways issue special cheap tickets to various places at cheap rates. Also tourist tickets are issued which work out cheaper than the return third-class fares. Many companies only run two classes of cars on their fastest trains and in some cases charge slightly higher rates for the special facilities offered. Pullman cars are also run in many long-distance trains, for which a slight excess fare above the first class is levied, and the same applies to the first-class sleeping cars.

GUARD.

JUNCTIONS IN ENGLAND

England is a country of junctions, the railways cross each other in every direction at varying levels and the trains connect more or less frequently at the junctions. It is usually possible to get something to eat at these junctions, although the English railway restaurants are anything but first class, except at a few of the larger stations. The great terminal hotels should be avoided, although their convenience is beyond question. Two minutes after the arrival of the train the visitor can be in the hotel and the baggage will follow in a few minutes.

PASSENGERS IN LONDON

Passengers in London can have their baggage picked up by the van of the railway companies at an expense of 6 pence per baggage. The service is the same as our transfer express and is very much cheaper.

The following tables are valuable as giving the distance between various important cities in Europe. No two lists of this kind ever agree as a whole either as to time or fares.

TIME FROM LONDON TO THE FOLLOWING CITIES IN ENGLAND.

City.	Train Starts From	Time. Hrs.	Min.
Aberdeen	King's Cross Station	12	7
"	Euston Station	11	15
Bath	Paddington Station	2	0
Birmingham	Euston Station	2	0
Bournemouth	Waterloo Station	2	11
Bradford	King's Cross Station	3	53
Brighton	Victoria Station	1	20
"	London Bridge Station	1	20
Bristol	Paddington Station	2	12
Cambridge	Liverpool Street Station	1	3
"	St. Pancras Station	1	40
Dublin	Euston Station	9	10
Eastbourne	London Bridge Station	1	25
"	Victoria Station	1	33
Edinburgh	Euston Station	8	0
"	King's Cross Station	7	45
Glasgow	Euston Station	8	0
Leamington	Paddington Station	1	53
Leeds	King's Cross Station	3	39
Liverpool	Euston Station	3	45
Manchester	Euston Station	3	30
Newcastle	King's Cross Station	5	12
Nottingham	St. Pancras Station	2	23
Oxford	Paddington Station	1	15
Scarborough	King's Cross Station	4	50
Sheffield	St. Pancras Station	3	20
Southampton	Waterloo Station	1	44
York	King's Cross Station	3	35

A TYPICAL ENGLISH STATION
Passengers cross Platforms by Bridges or Subways.

By-laws and regulations of the various railway companies are very similar. These by-laws and regulations are given in all of the large books of time-tables and are posted in the stations. Most of the penalties call for a fine of 4 shillings for the first offense, not exceeding 5 pounds for any subsequent offense. These by-laws and regulations relate to tickets, the number of passengers that can be crowded in a compartment, etc. Some of the regulations may seem very paternal, but they are quite necessary and make for safety. One of the regulations might, however, be cited. It is against the law to throw or drop from any carriage of the railway a bottle of any kind or any article or anything capable of injuring, breaking or damaging any personal property.

The time-tables of the English roads

AN ENGLISH EXPRESS AT FULL SPEED

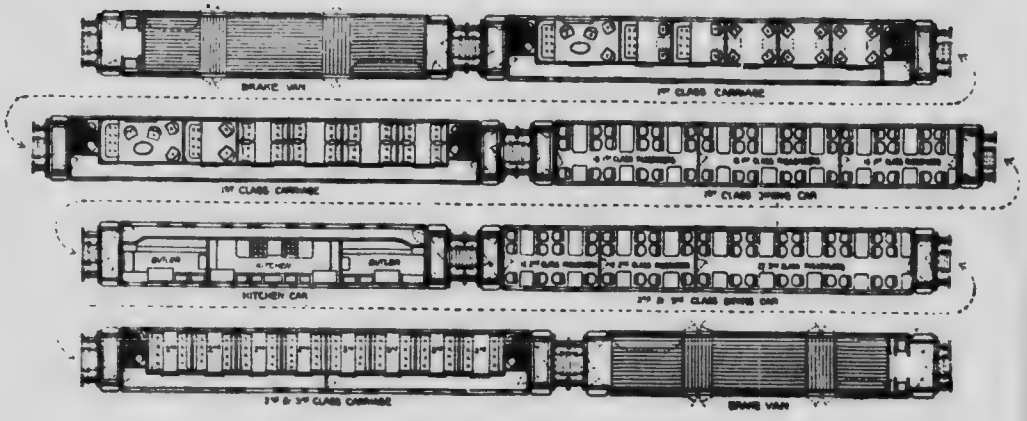
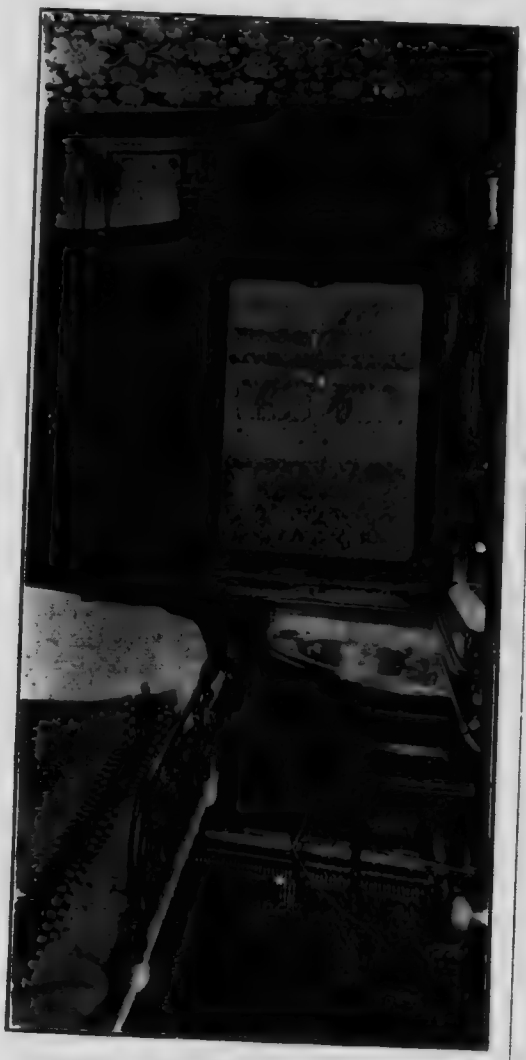


DIAGRAM "AMERICAN SPECIAL"
Liverpool and London.

are bulky affairs of 150 to 200 pages, but are very satisfactory as regards time-tables, rates and special information. They can usually be obtained gratis at most stations or at an expense of one penny, English money. They can be discarded when the line is left. Several of the English lines have



BERTH ON ENGLISH RAILWAY.

offices in New York City, where the large time-tables will be furnished to intending tourists. This is notably the case with the Great Western Railway, Great Central Railway, Great Eastern Railway and the London and Northwestern.

In England luncheon and tea baskets are supplied at most of the principal stations and may be ordered by telegraph without extra charge on application to the guard. The luncheon baskets are either hot or cold and include a mutton chop or rump steak, with a boiled or baked potato, vegetables or salad, bread, butter and cheese. The cold basket consists of a portion of veal or ham and salad, bread, butter and cheese, and the price is usually 2s. 6d. A small bottle of

ENGLISH LUNCHEON BASKET.

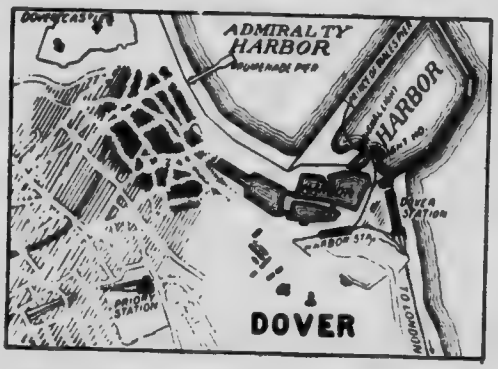
claret is 1 shilling extra. Tea baskets contain a pot of tea, bread, butter and cake and sell for 1 shilling for one person, 1s. 6d. for a portion sufficient for two. Breakfast, luncheon, tea and dining cars are run on most of the English roads on the best trains. The breakfast is usually 2s. 6d.; luncheon, 2s. 6d.; dinner, 3s. for four courses, 3s. 6d. for five courses.

LONDON-PARIS

There are four principal routes from London to Paris, via Dover and Calais, Folkestone and Boulogne, New Haven and Dieppe and Southampton and Havre. The Dover-Calais offers a shorter sea passage, although the Folkestone and Boulogne offers a slightly shorter time. The trains from Paris to Calais are very fast, which is more than can be said for the steamer trains in England dealing with the Channel service. On reaching Calais the train runs out on the quay directly opposite the steamboat landing. Boats leave immediately on arrival of the trains, so that no time should be lost in embarking. Chairs

are provided and for a fee of six pence one of the sailors will be glad to look after the passenger's comfort during the passage. For those who are inclined to seasickness the two routes for the short passage are recommended, as seasickness on the Channel is apt to strike even a good sailor and

PLAN OF CALAIS.



the choppy waves of the Channel are apt to bring on illness a short time after the vessel is under way. The boats are all of a superb type and make the highest possible speed for this kind of a service. The Customs inspection going toward Dover is usually conducted on the steamer and is perfunctory. Tourists who have purchased "Tauchnitz" or other English reprints of copyrighted novels should not expose them too prominently on the top of the baggage, as these books are sold with the understanding that they shall not be brought into England. There are other Channel routes, such as Dover-Ostend, etc., but we only concern ourselves here with the London and Paris routes. A full list of Channel and North Sea routes follows:

CHANNEL AND NORTH SEA ROUTES

London—Paris via Dover—Calais
" " " Folkestone—Boulogne
" " " Newhaven—Dieppe
" " " Southampton and Havre
" Brussels via Dover—Ostend
" Cologne " Dover—Ostend
" Brussels " Dover—Calais
" Cologne " Dover—Calais
" Brussels " Folkestone—B'logne
" Cologne " Folkestone—B'logne
" Amsterdam " Queenboro—Flushing
" Cologne " Queenboro—Flushing
" Berlin " Queenboro—Flushing
" Berlin " Harwich — Hook of Holland
" Hamburg " Harwich
" Esbjerg " Harwich
" Ostend " "
" Bordeaux " "
Cherbourg via Southampton
" St. Malo " Southampton
" Rotterdam " Tilbury
Hull—Amsterdam
" Antwerp
" Hamburg
" Rotterdam
" Copenhagen
" Stavenger
" Bergen
" Trondhjem
" Gothenburg
" Christiansand
" Christiania
Grimsby to Gothenburg
Grimsby to Rotterdam
Grimsby to Hamburg
London to Christiania
London to Gothenburg
Newcastle to Bergen
Grangemouth to Christiania

All tourist Agents sell tickets and give lists of sailings.

COMPARATIVE VALUES OF ENGLISH AND UNITED STATES MONEY.

d	$	s	$	s	$	£	$
1	0.02	1	0.24	12	2.92	1	4.87
2	0.04	2	0.49	13	3.17	2	9.74
3	0.06	3	0.73	14	3.41	3	14.61
4	0.08	4	0.97	15	3.65	4	19.48
5	0.10	5	1.22	16	3.90	5	24.35
6	0.12	6	1.46	17	4.14	6	29.22
7	0.14	7	1.71	18	4.38	7	34.09
8	0.16	8	1.95	19	4.63	8	38.96
9	0.18	9	2.19			9	43.83
10	0.20	10	2.44			10	48.87
11	0.22	11	2.68				

RAILWAY ACCIDENTS IN ENGLAND

During the year 1908 no passengers lost their lives in England in accidents to the trains in which they were traveling, while the number that was injured was only 283. This is a truly phenomenal record when the wholesale slaughter daily which goes on in our own country is considered. It is impossible to open any newspaper without seeing an account of a railway accident somewhere. The trains in Great Britain are run in a much more careful manner than in this country, and when an accident does occur, the responsibility is put on the proper authorities and punishment for neglect is swift. It should of course be remembered that the railway system is much older than our own and also that the distances involved are comparatively small and also that grade crossings are practically unknown except at stations where there is ample provision for safety appliances.

Some Signals.

BAGGAGE

In traveling in England the heavy baggage which cannot be taken into the car with the passenger should be placed in the van as near as possible to the passenger's compartment. When the junction is reached where a change is to be made the passenger must see to it himself that the baggage is taken out of the van and the transfer made to the luggage van of the connecting train. The great inconvenience which is occasioned by this constant watchfulness has caused the English people themselves to travel with very little baggage. Porters should be used freely in transferring the baggage and a small fee of 3 pence for one or two small pieces of baggage or for one trunk is a small equivalent for the services rendered.

LONDON–PARIS.—Routes, Fares and Distances.

Depart from London	Route	Fares 1st Class £	s.	d.	2nd Class £	s.	d.	Miles.	Sea Passage	Time Occupied in Journey	Arrive at Paris	Service
Charing Cross Cannon St., Victoria or Holborn.	S. E. & C. Railway. Dover and Calais.	2	16	8	1	19	8	286	1½ Hours.	7¾ Hours.	Gare du Nord.	3 Departures Daily.
	S. E. & C. Railway. Folkestone and Boulogne.	2	10	0	1	14	8	258	2 Hours.	7½ Hours.	"	2 Departures Daily.
London Bridge and Victoria.	L.B.&S.C. Railway. New Haven and Dieppe.	1	18	7	1	8	0	245	4 Hours.	9 Hours.	Gare St. Lazare.	2 Departures Daily.
Waterloo.	L. & S. W. Railway. Southampton and Havre.	1	13	10	1	4	10	351	6 Hours.	14 Hours.	"	Nightly (except Sunday).

RAILROADS IN HOLLAND

In Holland kilometer tickets are issued at 15 florins first class, 11¼ florins second class for 500 kilometers. These tickets are available for a year, but owing to the short distances which separate the cities in Holland it is doubtful whether they will prove of utility to the average tourist. Circular tour tickets are better adapted for their use. In Holland children younger than four years pay no railroad fare and from four to ten years half fare. The spring is the best time to visit Holland, although it is much sought after at all seasons of the year. In the spring may be seen the gay flower gardens with their parti-colored tulips and hyacinths.

ITALIAN RAILWAYS.

The railways in Italy have never been noted for their excellence; the speed is not great. Wherever possible the trains of the International Sleeping Car Company should be secured, and in any event first class tickets are recommended, especially when ladies are of the party. Tickets on express trains cost more than the ordinary trains. The old fashioned *coupés* still prevail on many of the trains, especially on the less frequented roads, but corridor cars are slowly but surely displacing them all over Italy. Third class should not be taken under any circumstances. The price of railroad tickets is stamped on each. A return ticket is known as a *ritorna*. Always remember that the Government stamp has to be included so that the proper change should always be ready, including the Government tax. Circular tour tickets are especially recommended for Italy, and the subject is taken up under "Tours," which see. The International Sleeping Car Company, 281 Fifth Avenue, New York City, have recently been appointed agents for this country for the Italian railways, and they will be glad to send descriptive literature upon application. Some of the following terms may prove of value to the traveler; A ticket is called "*biglietto*"; the entrance is called "*ingresso*"; the exit, "*uscito*"; "*partenza*" means that the train is about to start, corresponding to our "all aboard." Compartments where smoking is not allowed are labeled "*vietato di fumare*," but it rarely makes very much difference, and the ladies should take the compartments marked "*donne sole*." The Custom House is called the "*dogana*."

A DUTCH GROUP.

For a number of years steamships have been in the habit of making landings late at night at New York, but this entailed serious inconvenience to the Custom House and the over-worked inspectors. A conference was held on March 18, 1910; the result of the conference was that night berthing of passenger steamships was considered essential and inevitable. New York with the opening of the well-lighted Ambrose Channel has become an "all night port," and there is no reason why steamers should not berth at any time of the day or night, which means the saving of ten or more hours for both passengers and cargo. The added time is often also valuable for the making of repairs. It was also shown that the rivers were in better navigable condition at night owing to the fact that there were fewer craft around. It is probable that the number of baggage inspectors will be increased by about one-third to prevent them from being overworked. When ships arrive very late at night passengers can remain on board if they so desire.

RAILROADS IN NORWAY AND SWEDEN

Norway and Sweden are usually reached by boat from Hull, Newcastle and Leith. It is possible to reach these countries by rail by Harwich and the Hook of Holland, by the Queensboro-Flushing route, or by the Dover-Calais route. The travelers who approach Europe by way of Bremen and Hamburg will find themselves only a short distance from the frontier. The hotels in Norway, Sweden and Denmark make the visitor comfortable. Four meals a day are nearly always provided. It should be noted that the valleys are very hot in summer, while the high ground is very cold: therefore, travelers should be

prepared for a considerable range of climate. Traveling in Norway and Sweden is expensive when trips are not made by boat. Many of the routes call for posting, the expense of which varies from 7 cents a mile for a conveyance for one person to 18 cents a mile for one or two persons for a calache. The hotels are apt to be well filled in summer, so that orders for horses and rooms should be secured by mail or telegram. The best season for visiting Norway, Sweden and Denmark is the summer. Sometimes visitors go to Norway and Sweden in the winter for the winter sports, but these can be had in as great variety in the much more accessible Switzerland. The midnight sun is seen from Bodö between May 30th and July 12th; from Tromsö, from May 18th to July 25th; from Hammerfest, from May 13th to July 29th, and from the North Cape, from May 11th to August 1st. Bodö is the furthest south. Steamers are run from Trondhjem to the North Cape twice a week, as long as the midnight sun is above the horizon. In Sweden bicycles for touring purposes are admitted free. Tourists who are members of the C. T. C. or other good bicycling clubs do not have to pay any duty, otherwise a deposit of 30 kr. must be made. It should be noted that dogs cannot be brought into either Norway or Sweden.

RAILROADS IN RUSSIA

Russia is best visited during the summer months, May, June and July being the best for a general trip, but St. Petersburg and Moscow should be seen in January or February, if possible. No attempt, under any circumstances, should be made to enter Russia without a passport, which is in unimpeachable form and which has been visèed at the Russian Consulate. Heavy clothing and comfortable traveling rugs should be provided. For the long Russian runs a train served with cars of the International Sleeping Car Co. should be selected. In winter the sports consist of skating, ice-boat sailing, etc. The sleighs are the great vehicles in Russia. French is spoken very largely in Russia. English-speaking guides will prove a convenience in going about St. Petersburg and Moscow. The hotels in these cities are famous the world over for their comfort and the merit of their cuisine. Travelers should use only the first and second class railway accommodations in Russia. The railway buffets are excellent. The Russian winter need not be dreaded, as the inhabitants understand keeping themselves and their visitors warm and comfortable.

THE TRANS-SIBERIAN

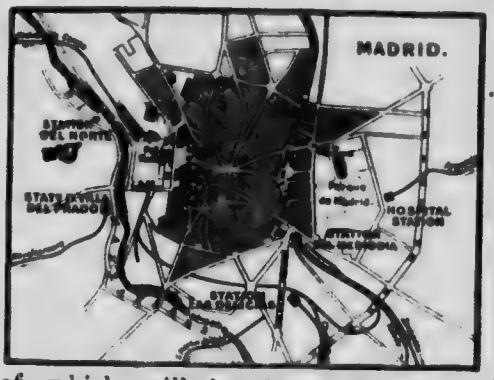
The section of the International Sleeping Car Company's trains is composed of first and second class cars containing compartments for two and four passengers. First class compartments contain two sleeping berths, also a dinner chair, special reading lamp, accommodations for hand baggage, and the second class usually has a limited number of berth compartments, the rooms containing four berths; the cars are heated and are supplied with electric lights. In the dining car meals are served by a chef

and staff of waiters, the rate per day being seven shillings for three meals. A bathroom with hot and cold water is provided in each baggage car.

It should be remembered that every visitor to Russia must be provided with a passport bearing the visé of the Russian Consul. The trip from London to Japan occupies about fifteen days, and the railway fares from London to the Far East vary from 33 to 39 pounds, depending on the route. Thus we find that the traveler going by way of Calais, Brussels, Berlin, Warsaw, Moscow and Harbin, pays £34 13s. 6d., first class; while the fare to Nagasaki is £44 15s. 1d., first class. By way of St. Petersburg there is a slight increase. The sleeping car fares from Moscow to Khardine is only six to ten pounds. Special leaflets for the trans-Siberian Railway can be obtained from the International Sleeping Car Co.

RAILROADS IN SPAIN

The main lines in Spain are fairly good, but a traveler should in all cases take the first class. Baggage is free up to 66 pounds, and the Customs examination is lenient. Visitors should use either circular tour tickets or kilometer tickets, full particulars



of which will be found elsewhere. These tickets should be obtained in advance from tourist agents either in this country or in Europe, as this will save a great deal of trouble. Most of these tickets have the advantage that they can begin anywhere and finish anywhere, and going over the same route if desired. We are now referring to the kilometer tickets and not to the circular tour tickets, which follow a fixed itinerary. The spring and autumn are the best seasons for Madrid and Central Spain; the autumn, winter and spring are the best for Seville, Granada, etc., and the late spring is the best season for the Spanish Pyrenees. The best season for visiting Portugal is any time from June to October. The hotel accommodation in Spain and Portugal leaves very much to be desired. For long journeys the cars of the International Sleeping Car Co. are recommended.

SWISS TICKETS

The Swiss Federal Railways have an admirable system of mileage and season tickets. The following is a résumé of the rules and regulations concerning them. Full maps, information, and beautiful literature can be obtained of the Swiss Federal Railway office, 241 Fifth Avenue, New York City.

ORDINARY TARIFF OF THE SWISS FEDERAL RAILWAYS.

	Single		
	I	II	III
	Cts.	Cts.	Cts.
Per kilom.	10.4	7.3	5.2

	Return		
	I	II	III
	Cts.	Cts.	Cts.
Per kilom.	15.6	10.0	6.5

Luggage, per 100 kilos. ..... 5 Cts.

VALIDITY OF TICKETS.

For distances of under 200 kilometers, *Single Tickets* are available for the day of issue only; over 200 kilometers tickets are available until midnight of the next day.

Return Tickets are available 10 days, including the days of issue and expiry. The validity expires at midnight on the 10th day.

TRANSFERENCE OF TICKETS.

In Switzerland railway tickets are *not transferable.*

Break of Journey.

On the Swiss railways passengers may without formalities of any kind break the journey at all intermediate stations. Any exception rule is mentioned on the ticket.

Children's Tickets.

Children under four years of age traveling with their parents are carried free, provided they do not occupy a separate seat in the compartment. From four to twelve years of age, children travel at half fares.

No reduction is made for children on the price of Swiss Season Tickets.

Swiss Combined Tickets are issued half-price to children aged 4 to 12.

Rundreise (International) Tickets are issued half-price to children aged 4 to 10.

Swiss Season Tickets.

Season Tickets available during 15, 30 or 45 days for an unlimited number of journeys over all the lines and lakes shown on the special railway maps sent on request are issued.

Conditions of Issue.

1. Season Tickets are issued at the following prices, *which include a deposit of Frs.* 5 (see rule 10).

First Class

Tickets available for
15 days, $18.24=Frs. 95.
30 days, $27.84=Frs. 145.
45 days, $35.52=Frs. 185.

Second Class

Tickets available for
15 days, $13.44=Frs. 70.
30 days, $20.16=Frs. 105.
45 days, $25.92=Frs. 135.

Third Class

Tickets available for
15 days, $9.60=Frs. 50.
30 days, $14.40=Frs. 75.
45 days, $18.24=Frs. 95.

No reduction is made for children.

2. An *unmounted photograph* of the person for whom the ticket is to be issued must accompany the order for same.

The photograph *must* be *carte-de-visite size*, the height of the head being not less than three-eighths of an inch. Smaller photographs will not be accepted.

The photograph must not have been previously used for a similar purpose, and must remain affixed to the ticket.

3. When applying for Season Tickets, passengers must indicate the date on which they wish the period of availability to commence. Tickets may be dated in advance, but not more than eight days ahead of the actual date of issue.

Season Tickets can not be used in advance of the day for which they are dated.

The validity of the ticket expires at midnight on the 15th, 30th or 45th day, and may under no circumstances be prolonged.

4. *Each ticket must bear the holder's signature.*

5. *During its validity a Season Ticket entitles the holder to an unlimited number of journeys by all trains and boats shown in the official time-tables.*

6. On all steamboats, second and third class tickets are available first and second class respectively.

7. The holders of first class Season Tickets wishing to travel by one of the International Sleeping Car Company's "trains de luxe" must pay the supplemental fares prescribed by the tariffs. The holders of second or third class tickets wishing to travel by the said trains must, in addition, pay the difference between the second or third and the first class fares.

A ROCKY CLIMB.

8. Season Ticket holders are requested to retain their tickets in their possession and produce them whenever required to do so, otherwise the ordinary full fare will be charged, and will under no circumstances be refunded.

9. *Season Tickets are not transferable.* The ticket will, with the deposit, be confiscated if any alterations are made on it by the holder, or if it is transferred to any other person, who will, in such case, be called upon to pay the ordinary full fare and be liable to prosecution.

10. The deposit (see rule 12) will be refunded upon the ticket with photograph attached being surrendered, *in Switzerland*, before noon on the day after expiration, at any of the booking of-

fices of the railways or steamboat companies concerned. The ticket can also be sent by post to any of the said booking offices, but must be posted within the stipulated time.

The deposit is forfeited if the ticket is not surrendered, or if it is surrendered too late, unless a further ticket be taken dated in continuation of the first.

11. No refund is granted for lost 15-day tickets.

Only in exceptional cases (death, illness proved by medical certificate) is any allowance made for partly-used tickets, and then only for those available for 30 and 45 days.

12. A fuller extract of the rules and regulations will be found in the tickets.

13. On the lines of the undermentioned railways and steamboat companies, the holders of Season Tickets are entitled to the following reductions on ordinary fares:

Uetliberg Railway, 20 per cent reduction on ordinary fares.

Arth-Rigi Railway, 20 per cent reduction from Arth-Goldau to Rigi-Kulm, Rigi-Staffel, Wölfertschen-First and Rigi-Klösterli or vice versa (ascent, descent or return.)

Vitnau-Rigi Railway, 20 per cent reduction on single and return tickets from Vitznau to Rigi-Kaltbad, Rigi-Staffel and Rigi-Kulm or vice versa.

Rigi-Scheidegg Railway, 20 per cent reduction on single and return tickets from Rigi-Kaltbad to Rigi-Scheidegg or vice versa.

Brunnen-Morschach Railway, 20 per cent reduction on ordinary single and return tickets.

Stanserhorn Railway, 20 per cent reduction on return tickets.

Brienz-Rothorn Railway, 20 per cent reduction on ordinary return tickets.

Interlaken-Harder Railway, 10 per cent reduction on ordinary fares (ascent, descent or return).

Beatenberg Railway, 20 per cent reduction on single and return tickets.

Bern-Worb Railway, 50 per cent reduction on single and return tickets.

Gurten Electric Railway, 20 per cent reduction on single and return tickets.

Territet-Glion-Rochers de Naye Railway, 50 per cent reduction on Territet-Rochers de Naye return tickets.

Aigle-Leysin Railway, 50 per cent reduction on single and return tickets.

Monthey-Champéry Railway, 20 per cent reduction on single and return tickets.

Martigny-Châtelard Railway, 20 per cent reduction on single and return tickets.

Monte-Generoso Railway, 20 per, cent reduction on return tickets Capolago-Bellavista, Capolago-Generoso-Kulm and Bellavista-Generoso-Kulm.

Lake of Zug Steamboat Company, 50 per cent reduction on single and return tickets.

Swiss Combined Tickets.

1. Combined Tickets for journeys of not less than 200 kilometers (not counting diligence drives) are issued

in Switzerland: at all the principal stations (other stations also accept orders);

abroad: at *Constance, Delle* and *Pontarlier* stations; *at the Agency of the Swiss Federal Railways in Paris, 20 Rue Lafayette.*

2. Combined Tickets are issued: (*a*) for circular journeys; (*b*) for return journeys over the same lines; (*c*) for partly circular and partly return journeys.

The journey must be ended at the station at which it was commenced, except in certain cases mentioned in the tariff.

3. Orders for tickets must be given in writing, at least 4 hours in advance at the principal stations and two clear days in advance at other stations.

4. The tariff and necessary order-forms can be obtained free of charge at any station, also at the London and Paris agencies of the Swiss Federal Railways.

5. The validity of Combined Tickets is 45 days and can under no circumstances be extended.

6. A ticket can be composed of rail and steamboat coupons of different classes; it can also include diligence coupons, but for the latter no reduction is allowed on the ordinary full fares.

Circular and Pleasure Tickets With Fixed Itineraries.

Apart from Combined Tickets, all the principal stations issue Circular and Pleasure Tickets with fixed itineraries. Pamphlets giving full particulars of these tickets can be obtained free of charge at the Swiss Federal Railways' stations. No notice required for such tickets.

International Rundreise Tickets.

1. Rundreise Tickets covering the greater part of Europe are issued at Berne, Zurich and Lausanne stations, also at the Alsace-Lorraine booking-office (Swiss Federal Station), the Baden State Railway booking-office (Badischer Bahnhof) at Bâle and Bocquin & Co.'s Travel Bureau at Geneva; they can also be ordered in advance at any of the other principal S. F. R. stations.

2. Rundreise Tickets are issued in London and all the other chief cities of Europe.

3. The tickets are issued: *(a)* for circular journeys; *(b)* for return journeys over the same lines; *(c)* for partly circular and partly return journeys.

4. A ticket can be composed of rail and steamboat coupons of different classes.

5. Rundreise Tickets are not issued for journeys of less than 600 kilometers.

6. The validity of tickets is 60 days for journeys of 600 to 3000 kilometers,

90 days for journeys of 3001 to 5000 kilometers and 120 days for all distances above 5000 kilometers.

7. Tickets must be ordered at least 6 hours in advance at the issuing stations and 2 days in advance at other stations. The necessary order-forms are supplied free of charge by the stations and the Rundreise tariff is issued at cost price.

When ordering tickets at Swiss stations a deposit of 2 francs per ticket must be paid. The deposit is refunded when the tickets are called for; in the event of the tickets not being called for the deposit is confiscated.

Hand Luggage.

The weight of hand luggage allowed is 10 kilos (22 lbs.) per passenger. Only small packages are allowed, such as can conveniently be placed in the luggage racks. Articles whose presence is either dangerous or objectionable to other passengers, cannot be taken into the compartment.

Registration of Luggage.

As a rule only personal effects, in trunks, gladstone bags, etc., can be registered. The following objects can also be registered, provided they belong to passengers traveling by the same train:

SUMMIT OF THE JUNGFRAU.

Dogs Accompanying Their Masters.

Passengers must themselves place their dogs in the luggage-van at the station of departure, convey them from one van to another when changing trains, and claim them immediately on arrival.

Only small pet dogs which are carried by their owners are allowed in the compartments, provided the other passengers do not object. The guard can have any dog removed from the compartment.

Tickets must in all cases be taken. The rate for dogs is 3 centimes per kilometer.

perambulators, invalid chairs, bicycles and motor cycles for one person (with benzine or petrol tanks properly emptied or electric accumulators removed), skis, ordinary luges and toboggans (bobsleighs excepted); also commercial travelers' sample trunks. The weight of any package must not exceed 100 kilos.

Exceptionally, articles which do not come under this heading are conveyed as registered luggage, provided they are not too bulky for conveyance per passenger train and the weight of same does not exceed 100 kilos.

On the Swiss railways and steamboats no luggage is allowed free beyond the prescribed amount of hand luggage.

Customs Examinations.

(a) At frontier stations.

Passengers must be present at the Customs examination of their luggage, which takes place at the following frontier stations:

Entering Switzerland:—Bâle, S. F. R. (traveling via Mulhausen), Bâle, B. B. (traveling via Carlsruhe), Bouveret, Buchs (Austrian frontier), Campocologno, Châtelard, Chiasso, Constance, Crassier, Domodossola, Geneva-Cornavin (traveling via Lyons and Mâcon) and Geneva-Eaux-Vives (traveling via Annemasse), Le Locle, Luino, Porrentruy, Romanshorn, Rorschach, Schaffhausen, Singen, St. Margrethen, Vallorbe, Les Verrières-Suisse and Waldshut.

Leaving Switzerland:—Bâle, S. F. R. (traveling towards Mulhausen), Bâle, B. B. (traveling towards Carlsruhe), Bellegarde, Bregenz, Buchs (Austrian frontier), Chamounix, Chiasso, Constance, Delle, Divonne, Domodossola, Friedrichshafen, Lindau, Luino, Morteau, Pontarlier, Singen, St. Margrethen, Tirano and Waldshut.

In transit via Switzerland, luggage registered through is not examined by the Swiss Customs.

(b) In Switzerland

(Unaccompanied registered luggage.)

Should the owners of luggage registered through to *Berne, Chur, Lausanne, Lucerne, Montreux, St. Gallen* or *Zurich* not be present at the frontier station when the Customs examinations takes place, such luggage will be sent on to the inland Customs offices at the aforesaid stations, where it will be examined.

Buffets.

Liquid Refreshment and hot Meals can be obtained at the following stations: Aarau, Airolo, Arth-Goldau, Bâle S. F. R., Bâle Baden State Ry. Station, Berne, Bellinzona, Biasca, Bienne, Bouveret, Brigue, Brünig, Buchs (Austrian frontier), Bülach, Châtelard, La Chaux-de-Fonds, Chiasso, Chur, Constance, Dachsen, Delémont, Delle, Domodossola, Fribourg, Geneva, Glarus, Göschenen, Langnau, Lausanne, Locarno, Lucerne, Lugano, Luino, Neuchâtel, Olten, Payerne, Pontarlier, Porrentruy, Rapperswil, Romanshorn, Romont, Rorschach (Station and Harbor), St. Gallen, St. Margrethen, St. Maurice, Sargans, Schaffhausen, Singen, New Solothurn, Sonceboz-Sombeval, Stalden, Thun, Turgi, Viège, Waldshut, Weesen, Wil, Winterthur, Yverdon, Zermatt, Zug and Zurich.

Liquid Refreshment and cold Meals can be obtained at the following stations: Baden, Bex, Bischofszell, Büren o/A., Herzogenbuchsee, Lenzburg, Morges, Muri, Oensingen, Rothkreuz, St. Ursanne, Sarnen, Scherzligen, Old Solothurn, Vevey, Wald, Wangen o/Aar, Wohlen-Villmergen and Zurich-Enge.

Public Holidays.

In Switzerland, in addition to Sundays, the public holidays are New Year's Day, Good Friday, Ascension Day and Christmas.

Diligences.

Conveyance of Passengers and Luggage.

Maximum rates per kilometer.—On mountain routes and other extra-difficult routes: 30 cts. per seat outside (coupé or banquette), 25 cts. inside. On all other routes the fares are 20 cts. outside and 15 cts. inside. The extra rate for mountain routes is charged from 15th June to 15th September only.—Children aged 2 to 7 pay half fares; full fares when all the seats are taken and an extra carriage has to be provided for one child only.

Return tickets are issued, available for 3 days (72 hours, counting from the time of departure to the time of starting for the homeward journey); reduction of 10% on ordinary single fares.

Subscription tickets for 10 journeys, available during three months, are issued at the following price: 10 times the ordinary fare, less 20% (half fares for children under seven).

Luggage.—Small hand luggage is allowed free inside the diligence, provided its presence does not cause inconvenience to other passengers. Bulky luggage, such as trunks, boxes, gladstone bags, etc., is weighed and charged for.

On journeys for which the fare does not exceed 15 cts. per kilometer, adults are entitled to a free allowance of 15 kilos; children to 7½ kilos.

On other journeys, the fares for which, from 15th June to 15th September, exceed 15 cts. per kilometer, adults are entitled to a free allowance of 10 kilos, children to 5 kilos. The full weight is charged for when in excess of the free allowance.

Extra-Post.—Extra-Post may be ordered at any time, in advance, at the post-offices on the principal mountain routes. Special fares are charged.

Dogs.—No dogs (or any other animals) are allowed inside the diligence.

The publications of the United States Hydrographic Office consist of three classes: first, navigators' charts, containing some 1,700 individual titles relating to all oceans and coasts, two books on sailing, directions, manuals, and instructions, 38 titles in all; three periodical publications, such as weekly notices to mariners, weekly hydrographic bulletin and weekly and monthly pilot charts, also daily memorandum and aerograms. The amount of information which is obtained is surprising, thus ocean observers send any matter relative to port facilities, navigational methods and instruction, discoloring of water, icebergs, derelicts, dangerous wrecks, calming seas with oil, location of whales and seals, strandings, aberrations of sound, stellar navigation, rocks, shoals, soundings, changes in aid of navigation, ocean and tidal records, magnetic variation and deviation.

TOURS

TOURS IN THE BRITISH ISLES

The following tours are specimens of what the great tourist companies, the American Express Company, etc., can provide. These itineraries can be altered to suit the requirements of individual passengers. It should be noted that where optional routes are given, the passengers must state at the time of booking their ticket which route is desired. Like all tours, the rates are subject to change without notice. The variation, however, is not usually very great.

WELLS CATHEDRAL

LONDON TO LIVERPOOL.

B 1. Via Shakespeare Country and Chester. London, Rugby, Leamington, Warwick, Kenilworth, Coventry, Lichfield, Stafford, Chester, Liverpool. 1st Class, £1/9/0 ($7.11); 2nd Class, £1/0/8 ($5.06); 3rd Class, £0/16/6 ($4.04).

B 2. London, Windsor, Oxford, Leamington, Warwick, Stratford-on-Avon, Shrewsbury, Chester, Liverpool. 1st Class, £1/9/0 ($7.11); 2nd Class, £1/0/8 ($5.06); 3rd Class, £0/16/6 ($4.04).

B 3. Via Windsor, River Thames and Shakespeare Country. London, Windsor, Steamer to Henley and Oxford, rail Leamington, Warwick, coach to Kenilworth, Stratford-on-Avon, and back to Warwick, rail Chester and Liverpool. 1st Class, £2/11/3 ($12.56); 2nd Class £2/1/6 ($10.17); 3rd Class, £1/17/6 ($9.19).

B 4. Via Wye Valley and Chester. London, Windsor, Gloucester, Chepstow, Tintern, Monmouth, Ross, Hereford, Ludlow, Shrewsbury, Chester, Liverpool. 1st Class, £1/9/0 ($7.11); 2nd Class, £1/0/8 ($5.06); 3rd Class, £0/16/6 ($4.04).

B. 5. Via Bath and Chester. London, Windsor, Bath, Bristol, Abergavenny, Hereford, Ludlow, Shrewsbury, Chester, Liverpool, 1st Class, £1/17/0 ($9.07); 2nd Class, £1/5/0 ($6.13); 3rd Class, £1/0/0 ($4.90).

B 6. Via Cathedrals and Dukeries. London, Peterboro', Worksop, Liverpool. 1st Class, £1/9/0 ($7.11); 3rd Class, £0/16/6 ($4.04).

B 7. Via Cathedrals. London, Cambridge, Eli, Lincoln, Liverpool. 1st Class, £1/9/0 ($7.11); 3rd Class, £0/16/6 ($4.04).

B 8. Via Shakespeare Country, Chester, and English Lakes. London, Oxford, Leamington, Warwick, Stratford, Chester, Liverpool, Penrith, Keswick, coach Honister Pass, Buttermere, Newlands Vale, Keswick, coach via Grasmere and Ambleside to Windermere, rail Liverpool. 1st Class, £3/12/0)$17.64); 2nd Class, £2/9/8 ($12.17); 3rd Class, £2/3/6 ($10.66).

B 9. Via Cathedrals and English Lakes, London, Peterboro', Lincoln, York, Penrith. and same as B 8. 1st Class, £3/11/1 ($17.42) 3rd Class, £2/4/8 ($10.95).

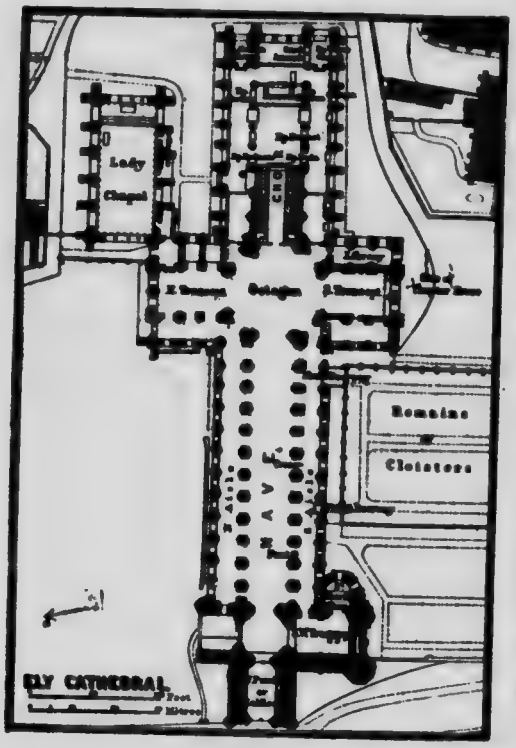
B 10. Via Southern Cathedrals, Cornish and Devon Coast, Wales and Chester. London, Winchester, Salisbury, Exeter, Torquay, Plymouth, St. Austell, Truro, Falmouth, Penzance, Newquay, coach St. Columb and Wadebridge, rail Camelford, coach Tintagel, Boscastle, Bude, Clovelly, Bideford, rail Ilfracombe, coach Lynton and Minehead, rail Taunton, Wells, Bath, Bristol, Hereford, Shrewsbury, Barmouth, Portmadoc, Carnarvon, Llanberis, coach to Beddgelert (for Aber Glaslyn), Bettws-y-Coed, rail Chester and Liverpool. 1st Class, £8/19/7 ($44.00); 2nd Class, £6/10/6 ($31.97); 3rd Class, £5/13/1 ($27.71).

B 11. Via North Devon, Chester, Scotland and English Lakes. London, Exeter, Bideford (for Clovelly), Ilfracombe, coach to Lynton and Minehead, rail Bristol, Shrewsbury, Chester, Edinburgh, Sterling, Trossachs, Lochs Katrine and Lomond, Glasgow, Penrith, and same as B 8. 1st Class, £9/12/6 ($47.16); 3rd Class, £5/14/10 ($28.13).

B 12. Via North Devon, Wye Valley and Wales. London, Exeter, Bideford, Ilfracombe, coach Lynton and Minehead, rail Bristol, Chepstow, Tintern, Monmouth, Ross, Hereford, Shrewsbury, Barmouth, Portmadoc, Carnarvon, Llanberis, coach to Beddgelert (for Aber Glaslyn) and Bettws-y-Coed, rail to Llandudno, Chester, and Liverpool. 1st Class, £6/2/7 ($30.03); 2nd Class, £4/4/8 ($20.74); 3rd Class, £3/13/2 ($17.93).

B 13. Via North Devon, Shakespeare Country and Chester. Same as B 12 to Bristol, thence Oxford, Leamington, Warwick, Stratford-on-Avon, Chester and Liverpool. 1st Class, £4/17/6 ($23.89); 2nd Class,

Continued on page 335.


Lady Chapel
Remains
Cloisters
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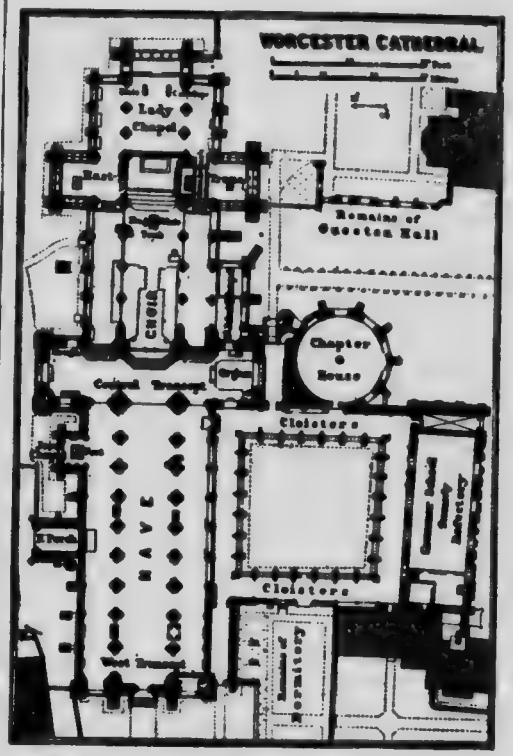
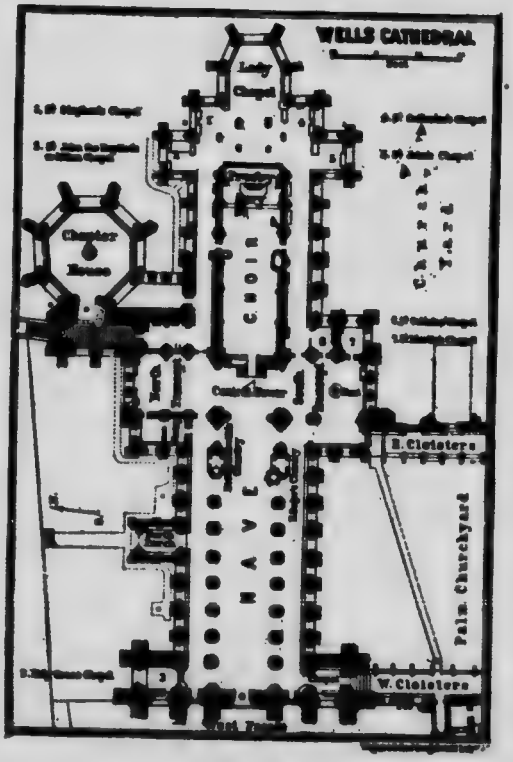
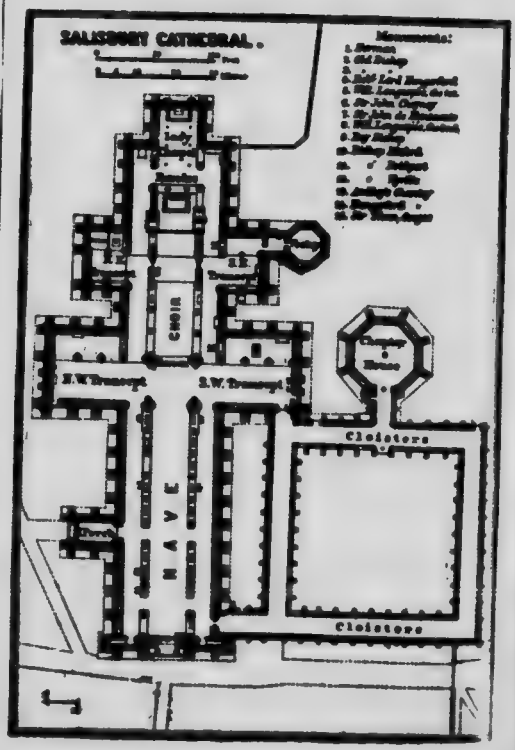
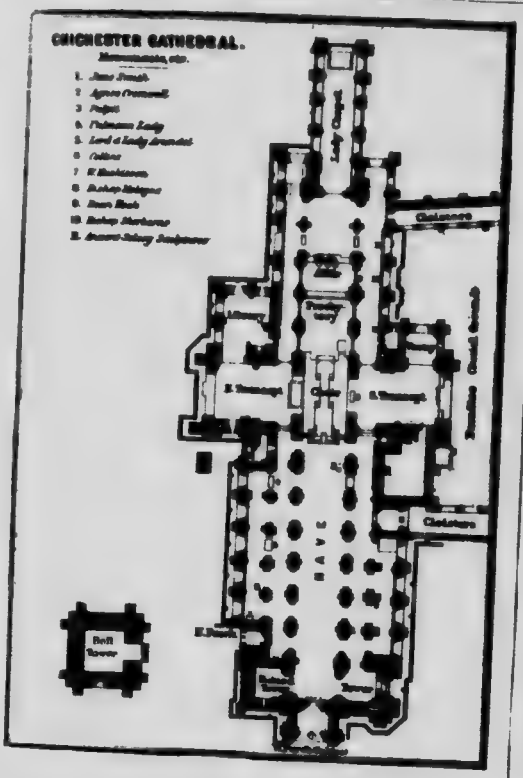
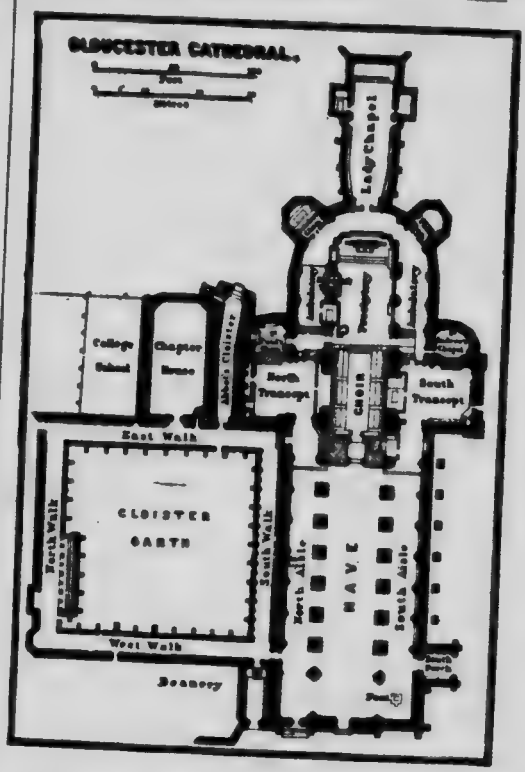
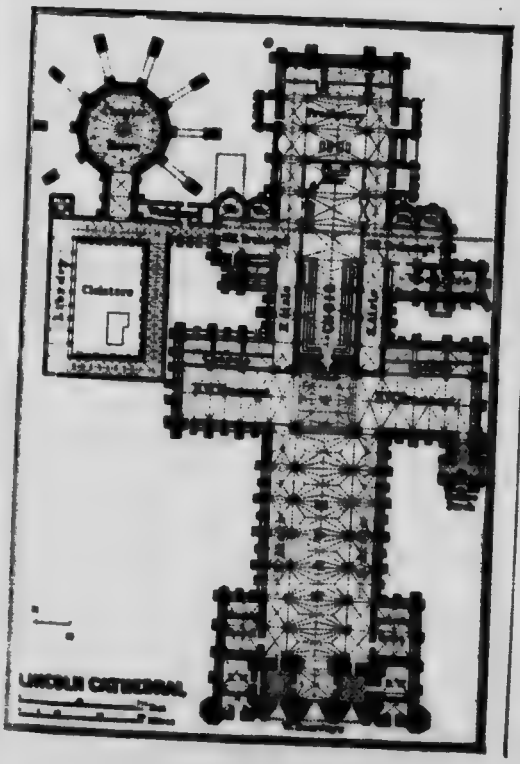

WORCESTER CATHEDRAL
Lady Chapel
Remains of Guesten Hall
CHOIR
Chapter House
Central Transept
Cloisters
NAVE
Cloisters
West Transept

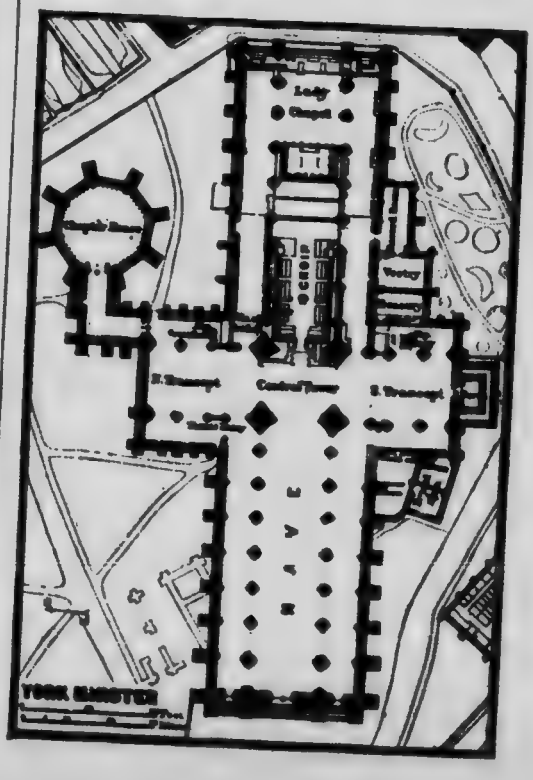

WELLS CATHEDRAL
Lady Chapel
Chapter House
CHOIR
Church Yard
E. Cloisters
NAVE
Palm Churchyard
W. Cloisters

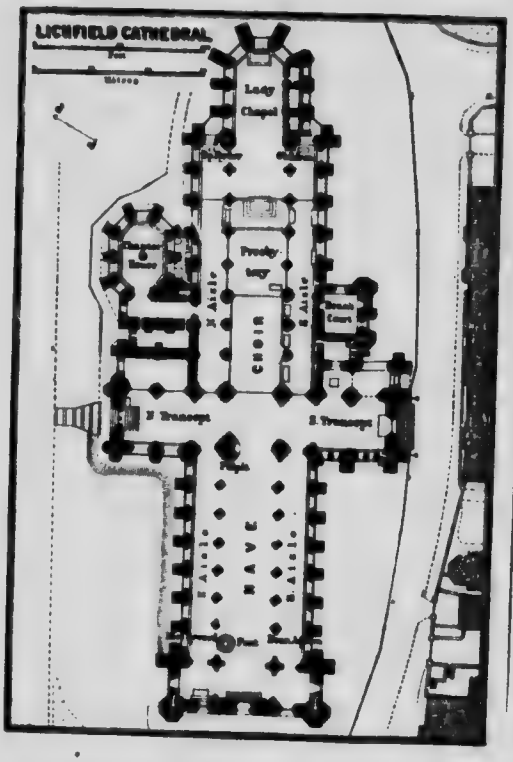

SALISBURY CATHEDRAL.
Monuments:
Lady Chapel
CHOIR
N.W. Transept
S.W. Transept
Chapter House
Cloisters
NAVE
Cloisters

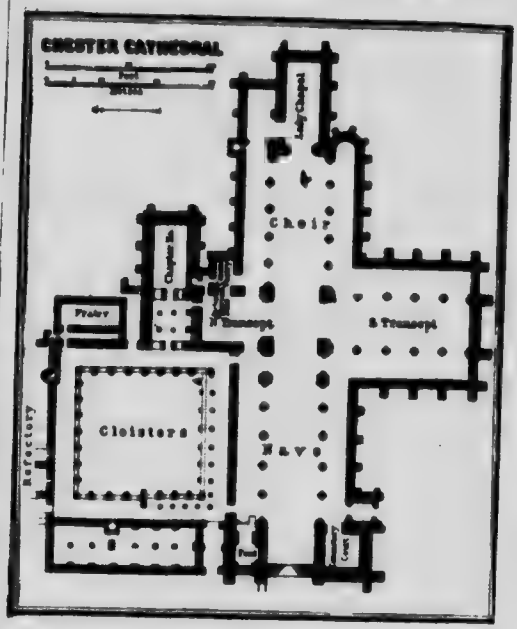

CHICHESTER CATHEDRAL.
Lady Chapel
Cloisters
Cloisters
NAVE
Bell Tower

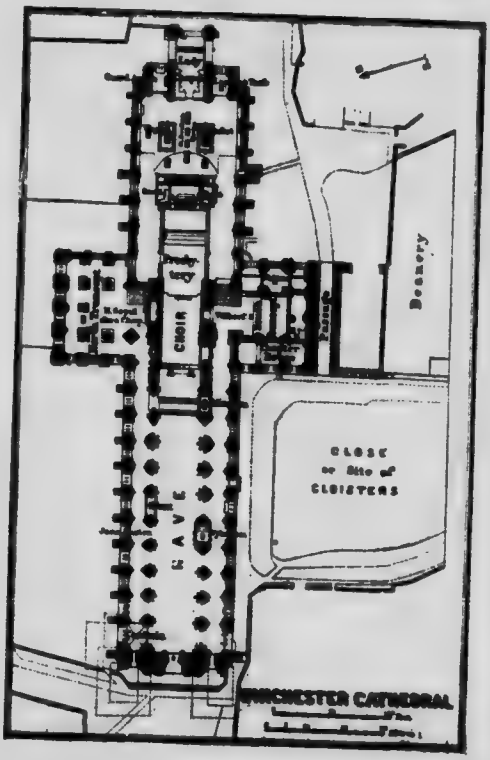

GLOUCESTER CATHEDRAL.
Lady Chapel
College School
Chapter House
Abbot's Cloister
South Transept
Choir
South Transept
East Walk
CLOISTER GARTH
North Walk
South Walk
North Aisle
NAVE
South Aisle
West Walk
Deanery


Library
Cloisters
Choir
LINCOLN CATHEDRAL.

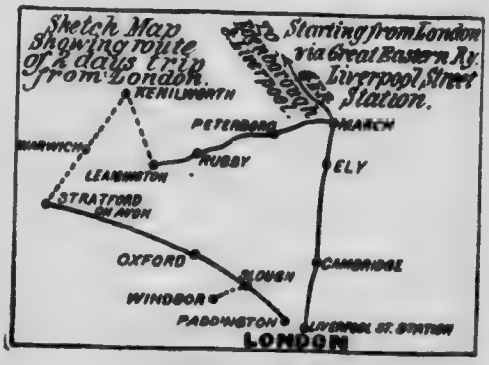

Lady Chapel
Choir
Central Tower
NAVE
YORK MINSTER







AN EASY TRIP



A TWO DAYS' TRIP

Continued from page 331.

£3/6/8 ($16.33); 3rd Class, £2/15/4 ($13.56).

B 14. Via Cathedrals, Scotland and English Lakes. London, Peterboro', Lincoln, York, Durham, Melrose or Berwick, Edinburgh, Stirling, Trossachs, Lochs Katrine and Lomond, Glasgow, Penrith, thence same as B 8. 1st Class, £6/11/4 ($32.18); 3rd Class, £4/1/1 ($19.87).

B 15. Via Oxford, Shakespeare Country, Cathedrals, Scotland and English Lakes. London, Windsor, Oxford, Leamington, Warwick, Stratford-on-Avon, Lincoln, York, Durham, Berwick or Melrose, Edinburgh, Stirling, Trossachs, Lochs Katrine and Lomond, Glasgow, Penrith, Keswick, coach via Grasmere to Ambleside, steamer to Lake side, rail Furness Abbey, Chester and Liverpool. 1st Class, £7/6/5 ($35.87); 3rd Class, £4/5/6 ($20.95).

LONDON TO QUEENSTOWN.

B 16. Via Southern Cathedrals, Cornish and Devon Coast and Irish Lakes. Same as B 10 to Bristol, via Fishguard, Rosslare, Waterford, Killarney, coach via Glengariff to Bantry, rail to Cork and Queenstown 1st Class, £9/19/2 ($48.80); 3rd Class, £6/2/2 ($29.93).

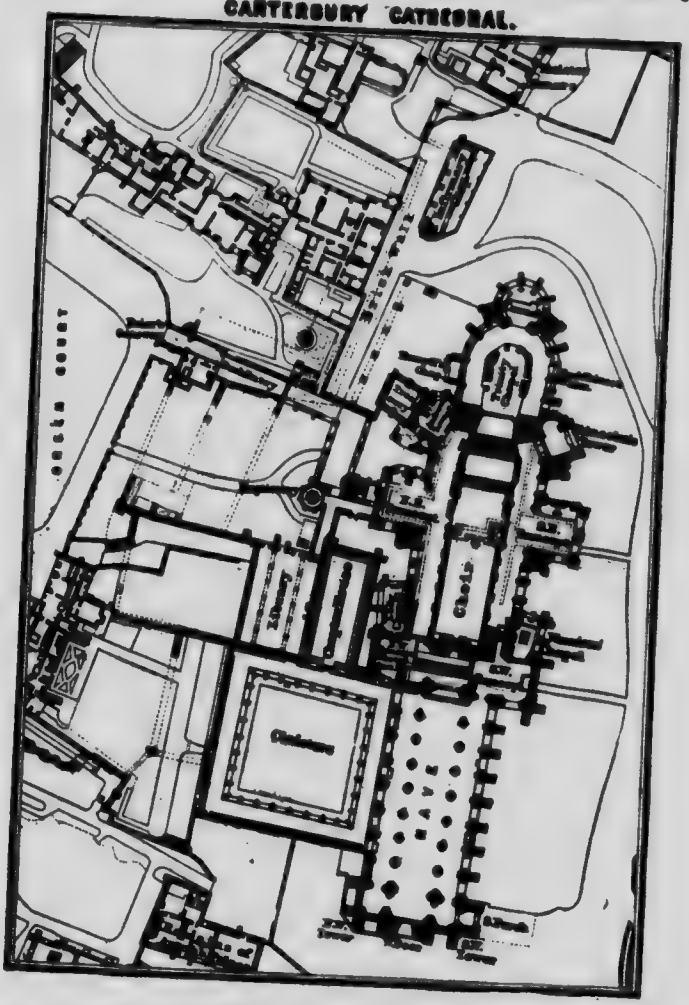
B 17. Via Shakespeare Country and North Wales. London, Rugby, Leamington, Warwick, Kenilworth, Coventry, Lichfield, Chester, Rhyl, Bangor, Holyhead, Dublin (Westland Row), Killarney, coach via Glengariff to Bantry, rail to Cork and Queenstown. 1st Class, £4/18/5 ($24.11); 2nd Class, A£3/19/2 ($19.40); 3rd Class, B£3/1/10 ($15.15).

A 1st Class Bantry to Cork and Holyhead to Kingstown.

B 1st Class Holyhead to Kingstown.

B 18. Via Shakespeare Country, English Lakes, Scotland, Belfast and Killarney. Same as B 17 to Chester, thence rail Windermere, coach via Ambleside and Grasmere to Keswick, rail Edinburgh, Stirling and Callander, coach and boat via Trossachs, Lochs Katrine and Lomond to Balloch, rail Glasgow,

CANTERBURY CATHEDRAL.



Ardrossan, steamer Belfast, rail Dublin, Killarney, coach via Glengariff to Bantry, rail to Cork and Queenstown. 1st Class, B £8/17/4 ($43.45); 2nd Class, c£6/8/6 ($31.48); 3rd Class, £5/2/4 ($25.07).

B 19. Via South Wales. London, Windsor, Bath, Bristol or Gloucester, Fishguard, Rosslare, Waterford, Killarney, thence same as B 18. 1st Class, £4/9/7 ($21.95); 3rd Class, A£2/6/8 ($11.43).

B 20. Via North Devon, Western Cathedrals and South of Ireland. London, Salisbury, Exeter, Bideford, (for Clovelly), Ilfracombe, coach via Lynton to Minehead, rail Wells, Bath, Bristol, thence same as B 19, 1st Class, £7/3/0 ($35.04); 3rd Class, A£4/3/1 ($20.36).

B 21. Via Cathedrals, Scotland and North of Ireland. London, Cambridge, Ely, Peterboro', Lincoln, York, Durham, Melrose or Berwick Edinburgh, thence same as B 18, 1st Class, £8/7/1 ($40.94); 2nd Class, c£6/3/1 ($30.16); 3rd Class, B£4/16/11 ($23.75).

as B 23. 1st Class, £4/0/10 ($19.80); 3rd Class, £2/10/6 ($12.37).

B 25. London, Cambridge, Ely, Peterboro', Lincoln, York, Durham, Berwick or Melrose, Edinburgh, thence same as B 23, 1st Class, £4/5/4 ($20.91); 3rd Class, £2/12/5 ($12.84).

B 26. Via Cathedrals and Edinburgh. London, Cambridge, Ely, Lincoln, York, Durham, Melrose or Berwick, Edinburgh, Glasgow. 1st Class, £2/18/0 ($14.21); 3rd Class, £1/13/0 ($8.09).

COMBINED TOURS.

LONDON—BACK TO LONDON.

B 27. Via Windsor, River Thames and University Cities. London, Windsor, steamer to Henley, rail Oxford, Cambridge, London, 1st Class, £1/15/1 ($8.60); 3rd Class, £0/19/7 ($4.80).

B 28. Via Shakespeare Country, Dublin, South of Ireland. London, Leamington, Warwick, Kenilworth, Coventry, Lichfield,

SHAKESPEARE MEMORIAL THEATRE

ANN HATHAWAY'S COTTAGE

LONDON TO GLASGOW.

B 22. Via Shakespeare Country and English Lakes. London, Rugby, Leamington, Warwick, Kenilworth, Coventry, Lichfield, Stafford, Windermere, coach via Ambleside, Grasmere to Keswick, rail Edinburgh and Glasgow. 1st Class, £3/7/7 ($16.56); 3rd Class, £1/19/7 ($9.70).

B 23. Via Shakespeare Country and Trossachs. London, Rugby, Leamington, Warwick, Kenilworth, Coventry, Lichfield, Stafford, Chester, Carlisle, Edinburgh, Stirling, Trossachs, Lochs Katrine and Lomond, Glasgow. 1st Class, £4/7/6 ($21.44); 3rd Class, £2/11/7 ($12.64).

B 24. Via Cathedrals and Trossachs. London, Peterboro', Lincoln, York, Durham, Berwick or Melrose, Edinburgh, thence same

A 1st boat Fishguard to Rosslare, 5s. 6d. extra.

B 1st boat Ardrossan to Belfast, 5s. 6d. extra.

C 3rd in England and Scotland, 1st Steamer, 2nd Ireland.

Chester, Rhyl, Bangor, Holyhead, Kingstown, Dublin, Killarney, coach via Glengariff to Bantry, rail Cork, Dublin, steamer to Holyhead, rail to London. 1st Class, £6/13/0 ($32.59); 2nd Class, A£5/7/3 ($26.28); 3rd Class, A£3/15/6 ($18.50).

A 1st class boat Holyhead to Kingstown.

B 29. Via English Lakes, Belfast and North of Ireland, North Wales. London, Keswick, coach via Grasmere to Ambleside, steamer to Lake side, rail Furness Abbey and Barrow, steamer Belfast, rail Larne, car to Giant's Causeway, rail Portrush, Belfast, Dublin (Kingstown), Holyhead, Carnarvon, Llanberis, coach to Beddgelert and Bettws-y-Coed, rail Llandudno, Chester and London, 1st Class, £8/14/8 ($42.79); 2nd Class, A£6/12/0 ($32.34); 3rd Class, A£5/17/1 ($28.69).

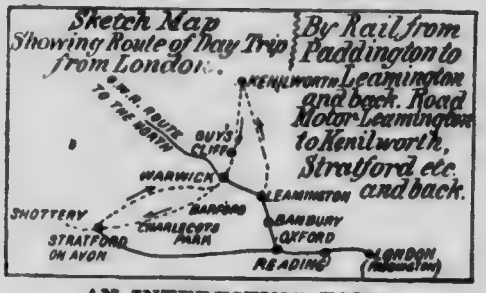
A 3rd Class on Furness Railway and 1st Class on Steamers.

B 30. Via English Lakes, Scotland, Cathedrals. London, Windermere, coach via Ambleside and Grasmere to Keswick, coach Honister Pass, Buttermere, Newlands

Vale, Keswick, rail Glasgow, Balloch, steamer and coach Lochs Lomond and Katrine, Trossachs, Callander, rail to Stirling, Edinburgh, Melrose or Berwick, Durham, York, Peterboro', London. 1st Class, £7/12/3 ($37.30); 3rd Class, £4/15/3 ($23.34).

B 31. Via Cathedrals and Scotland. London, Peterboro', York, Durham, Edinburgh, Glasgow, steamer via Kyles of Bute and Crinan Canal to Oban, steamer to Fort William and Inverness, via Caledonian Canal, rail to Aberdeen and Ballater, coach to Braemar (via Balmoral) and Blairgowrie, rail Edinburgh, London (King's Cross). 1st Class, £9/9/0 ($46.31); 3rd Class £4/19/11 ($24.48).

B 32. Via Cathedrals, Scotland, Ireland, North Wales and Shakespeare Country London, Cambridge, Ely, Peterboro', Lincoln, York, Durham, Melrose or Berwick, Edinburgh, Stirling, Trossachs, Lochs Katrine and Lomond, Glasgow, Belfast, Dublin, Killarney, coach via Glengariff to Bantry, rail Cork, Dublin, (Kingstown), steamer Holyhead, rail Carnarvon, Llanberis, coach to Beddgelert and Bettws-y-Coed, rail Chester, Shrewsbury, Stratford-on-Avon, Warwick, Leamington, Oxford, Windsor, London. 1st Class, £12/5/11 ($60.25); 2nd Class, B£9/0/11 ($44.33); 3rd Class, C£7/10/2 ($36.79).



AN INTERESTING TOUR

B Mixed Class: 3rd in England and Scotland, 1st Steamer, 2nd Ireland.

C 1st Class on Steamers.

B 33. Via English Lakes, Scotland, Ireland, North Wales and Shakespeare Country. London, Windermere, coach via Ambleside to Keswick, coach Honister Pass, Buttermere, Newlands Vale, Keswick, rail Edinburgh, thence same as B 32. 1st Class, £12/14/6 ($62.35); 2nd Class, A£9/10/11 ($46.78); 3rd Class, B£8/0/2 ($39.24).

A Mixed Class; 3rd in England and Scotland, 1st Steamer, 2nd Ireland.

B 1st Class on Steamers.

B 34. Via Shakespeare Country, Wales and Devon. London, Leamington, Chester, Bettws-y-Coed, coach via Beddgelert to Llanberis, rail Carnarvon and Barmouth, Shrewsbury, Bristol, Minehead, coach to Lynton and Ilfracombe, rail Bideford, Exeter, Salisbury, Winchester, London. 1st Class, £7/11/5 ($37.10); 2nd Class, £5/1/10 ($24.95); 3rd Class, £4/8/2 ($21.60).

B 35. Via Western Cathedrals and Devon. London, Windsor, Bath, Wells, Minehead, coach to Lynton and Ilfracombe, rail Bideford (for Clovelly), Exeter, Torquay, Dartmouth, Salisbury, Winchester, London, 1st Class, £5/0/8 ($24.66); 2nd Class, £3/7/4 ($16.50); 3rd Class, £2/15/11 ($13.70).

B 36. Via Shakespeare Country and Cathedrals. London, Windsor, Oxford, Stratford-on-Avon, Warwick, Leamington, Rugby, Peterboro', Ely, Cambridge, London. 1st Class, £2/4/7 ($10.92); 3rd Class £1/3/6 ($5.76).

B 37. Via English Lakes. London, Windermere, coach via Ambleside and Grasmere to Keswick, rail to London. 1st Class, £4/6/0 ($21.03); 2nd Class £2/12/0 ($12.74); 3rd Class, £2/7/0 ($11.52).

B 38. Via Cathedral Cities, South Coast Resorts, Isle of Wight and Shakespeare Country. London, Canterbury, Hastings, Brighton, Portsmouth, Ventnor, thence from Southampton, Salisbury, Wells, Bath, Didcot, Oxford, Leamington, Warwick, coach to Kenilworth, Stratford-on-Avon, and return to Warwick, Peterboro', Ely, Cambridge, London. 1st Class, £5/7/2 ($26.26); 2nd Class, A£3/10/5 ($17.25); 3rd Class, £3/1/2 ($14.98).

A 3rd Class Cambridge to London.

B 39. Via South Coast Resorts and Cathedral Cities. London, Canterbury, Hastings, Brighton, Portsmouth (for Isle of Wight). Winchester, Salisbury, Oxford. Windsor, London. 1st Class, £3/3/10 ($15.64); 2nd Class, £2/0/11 ($10.03); 3rd Class, £1/12/4 ($7.02.)

Extension to Tours Embracing Scotland, Including Oban, Crinan Canal, and Kyles of Bute. Extra. 1st Class, £0/1/81 ($4.43); 3rd Class, £0/10/6 ($2.57).

Including Oban, Caledonian Canal, Inverness and Perth. Extra. 1st Class, £2/4/7 ($10.92); 3rd Class, £1/4/6 ($6.00).

(Applicable to Tours, Nos. G 11, 14, 15, 18, 21, 23, 24, 25, 30, 32, 33).

SHORT DAY TRIPS FROM LONDON

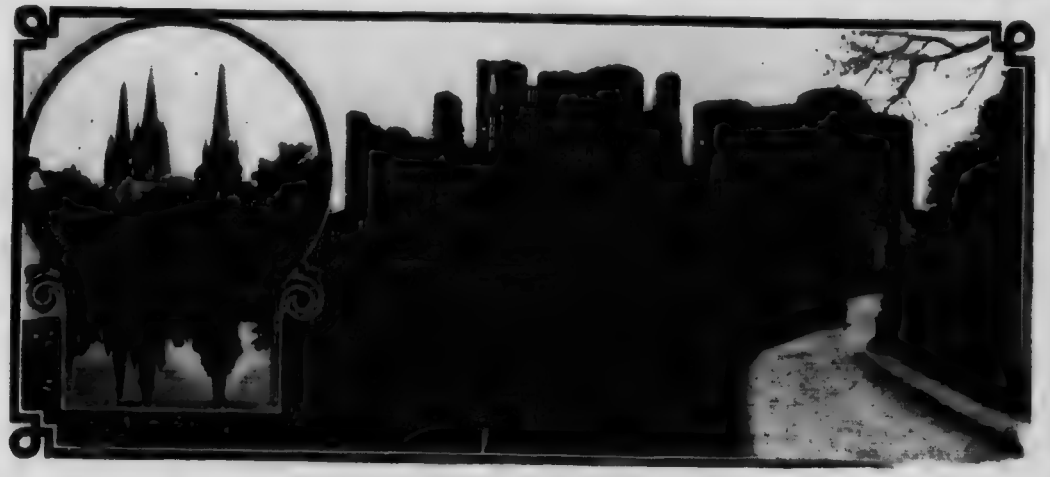
RICHMOND. London and South Western Railway (9¾ miles); North London Railway, also Underground. Fare round trip 1s. 3d. The Terrace Gardens, from which is gained one of the prettiest views of rural and river scenery in the world; Richmond Park with deer; Richmond Hill and White Lodge, residence before her marriage of the Princess of Wales, figures in Scott's Heart of Midlothian; Kingston and Hampton Court Palace near by; at Kingston in the Market Place enclosed in railings is the Coronation stone wheren Saxon kings were crowned.

WINDSOR CASTLE. Great Western (21¼ miles), or London & South Western Railway (25½ miles); fare third class 3s. 0d. round trip. Residence of English sovereign. State Apartments open Tuesdays, Wednesdays, Thursdays, and Saturdays 11 a. m. to 5 p. m. April to September inclusive, when the Court is not in residence, and to ascertain which, consult newspapers. Admission Tuesdays, Thursdays and Saturdays 1s., children 6d., proceeds devoted to charities; Wednesdays and Bank Holidays free. Albert Memorial chapel and Round Tower open same days and times; Curfew Tower can be seen any day on application to the Keeper; St. George's Chapel open every day except Friday from 12.30 to 4 p. m.; North Terrace open every day free; East Terrace Sundays only when Court is away, from 2 to 4 p. m.; Royal Stables and Riding School may be viewed daily from 1 to 2.30 p. m., and between 1 and 3 p. m. when court is absent. Visitors must sign

book and are accompanied round by a groom; Round Tower should be ascended to view the panorama of the Thames valley; Priceless artistic treasures in State Apartments; Waterloo Chamber used for banquets and theatrical performances, hung exclusively with portraits of persons associated with Napoleon's military downfall. Home Park adjoins Castle Windsor; Great Park of 18,000 acres and Long Walk; At Southern End of Great Park is Virginia Water with ruins brought from Tripoli and re-erected on edge of Lake. ETON COLLEGE immediately opposite Windsor on opposite side of river, Britain's greatest School.

TOURS FROM GLASGOW TO WESTERN HIGHLANDS.

1. Occupying one day.—By R. M. S. "Columba." From Glasgow, via Kyles of Bute to Tarbert or Ardrishaig and back.



LICHFIELD CATHEDRAL

KENILWORTH CASTLE

Fares: Cabin, 6s. ($1.47); Fore-cabin, 3s. 6d. ($0.86); or, including breakfast, dinner and tea: Cabin, 10s. 6d. ($2.58); Fore-cabin, 7s. ($1.72).

2. Occupying two days. Glasgow to Oban via Kyles of Bute and Lochawe, returning via Crinan Canal, &c. Fares: Cabin and 1st Class, 22s. 6d. ($5.52); Cabin and 3rd Class, 21s. ($5.15); Steerage and 3rd Class, 17s. 6d. ($4.29).

3. Occupying three days. Same as No. 2 above, but including one day excursion from Oban to Staffa (Fingal's Cave), Iona (Cathedral, &c.). Fares : same as No. 2, with 15s. ($3.68) additional for Staffa and Iona excursion.

4. Occupying five days. Glasgow, via Kyles of Bute, Crinan Canal, Oban, Mull and Skye to Gairloch, coach via Loch Maree to Achnasheen and rail to Inverness, and steamer by Caledonian Canal, Ballachulish, and Oban to Glasgow. Fares: Cabin and 1st Class, 70s. 9d. ($17.34); Cabin and 3rd Class, 68s. 3d. ($16.73); Steerage and 3rd Class, 49s. 9d. ($12.19).

Extension to Tours Embracing English Lakes. Coaching Tours from Keswich: Derwentwater Lake, 2s. 6d. ($0.61); Bassenthwaite Lake, 3s. 6d. ($0.86); Buttermere and Crummoch Lakes, 6s. ($1.47).

THE ENGLISH LAKES.

The English Lake District (Wordsworth's Country) may be roughly described as bounded by the Irish Sea and Morecambe Bay on the west and south, the London and North Western Railway from Lancaster to Carlisle on the east, and a line drawn from Penrith to Workington on the north. From Shap summit on the eastern side to St. Bees Head on the western boundary lies a continuous zigzagging ridge of watershed on which the summits soar to over 3,000 feet; the mountainous passes to be found in the ridges referred to being nowhere lower than about 1,000 feet. From the main ridge there are transverse ridges striking north and south and these with their intervening valleys and lakes make up a configuration of surface famed for its infinite wealth of form and detail; herein is cradled the English "Lucerne."

The highest summits in the district are Scafell Pike (3,210 feet), Scafell (3,166 feet), Helvellyn (3,118 feet) and Skiddaw (3,450 feet).

The Lakes or Meres number sixteen; the largest of them being Windermere, Thirlmere, Ullswater, Coniston, and Derwentwater. Besides the principal lakes there are innumerable mountain tarns. A feature of the district is the great number of mountain passes all easily accessible to the pedestrian. Cragsmen who must see the top will also find many peaks to interest them; but before attempting to scale the sides of the mountains here they will do well to consult a little book, "Rock Climbing in the English Lake District" by O. Glynne Jones, or some other reliable treatise on the subject. Professor Wilson writes of one of the lakes (Wastwater):

"There is a lake hid far among the hills
That raves around the throne of solitude;
Not fed by gentle streams or playful rills,
But headlong cataract or rushing flood."

Although the English Lake District is famed as being one of the earth's beauty spots, it has also another notable feature—the great an-

tiquity of its abbeys, ecclesiastical ruins and churches.

FURNESS ABBEY (Furness Abbey Station), which dates from the twelfth century, is a monastic ruin of great interest, still possessing architectural styles from the transitional Norman to the Perpendicular of the sixteenth century protraying each successive period. The line of Norman arches on the east side of the cloister is said to be the finest specimen of the kind in the kingdom, while the next period, Early English, has few examples as beautiful as the centre in the Chapter House. In the Abbot's Chapel are two effigies of Norman Knights (12th century), said to be the only ones in England. Regarded historically, it may be briefly stated that Furness Abbey was founded originally by a number of monks from Savigny, in 1124. Their first location was Tulket, near Preston. In 1127, Stephen, Count of Bologne and Mortain, and later King of England, bestowed upon these monks a large part of his possessions in Furness for the purpose of founding an abbey. The monks moved from Tulket to the Furness site and built Furness Abbey. Eventually their order was incorporated with the Cistercians and the abbey became great and powerful, exercising regal sway over the surrounding country, but subsequently it underwent the usual fate of such houses at the Dissolution. Nature, however, ever kind, has smoothed over all the old wounds of demolition, and, contemplated alone from an artistic standpoint, this ancient ruin, tinted with age, in its green wooded setting, now forms a striking and impressive bit of scenic composition.

The antiquarian may find much of interest at all the towns and villages of the district.

CONISTON—ENGLISH LAKE DISTRICT

At GRASMERE a church was founded before the Conquest, and the town now possesses a fine old church dedicated to St. Oswald, King of Northumbria (634-642); the lower part of this church-tower being very ancient; the west gable has a thirteenth century window. The ancient custom of rush-bearing still survives in Grasmere on the eve of St. Oswald's Day. At KENDAL, the capital town of Westmoreland, is a ruined castle which was a stronghold from time immemorial; in the sixteenth century it belonged to the Parrs as Lords of Kendal and it is famous as the birthplace of Catherine Parr, the last consort of Henry VIII. Five miles from Kendal is LEVENS

HALL, containing a tower dating from the twelfth century. The gardens around this famous mansion are topiaric in arrangement and were laid out in the time of King James II; they are still maintained as the best specimen of the style in England. The walks and arbors are shaded by yews, hollies, and other evergreens, cut into a variety of grotesque shapes and forms. These interesting gardens are occasionally open to the public on certain days at the convenience of the owner. In this district is a famous glen—the locality of Mrs. Humphry Ward's "Helbeck of Bannisdale." Many volumes have been written on its folklore and charms, but space only permits us here to mention a few of the interesting points regarding this region. We give below a short compendium of places, all intensely attractive to the visitor.

WINDERMERE.—300 feet above the lake. Adjoining Windermere is Bowness, starting point for steamers plying on Lake Windermere at frequent intervals during the day and calling at numerous points. Entire tour of the lake (2 hrs. 3/-; 75c.). Boats and launches may be hired.

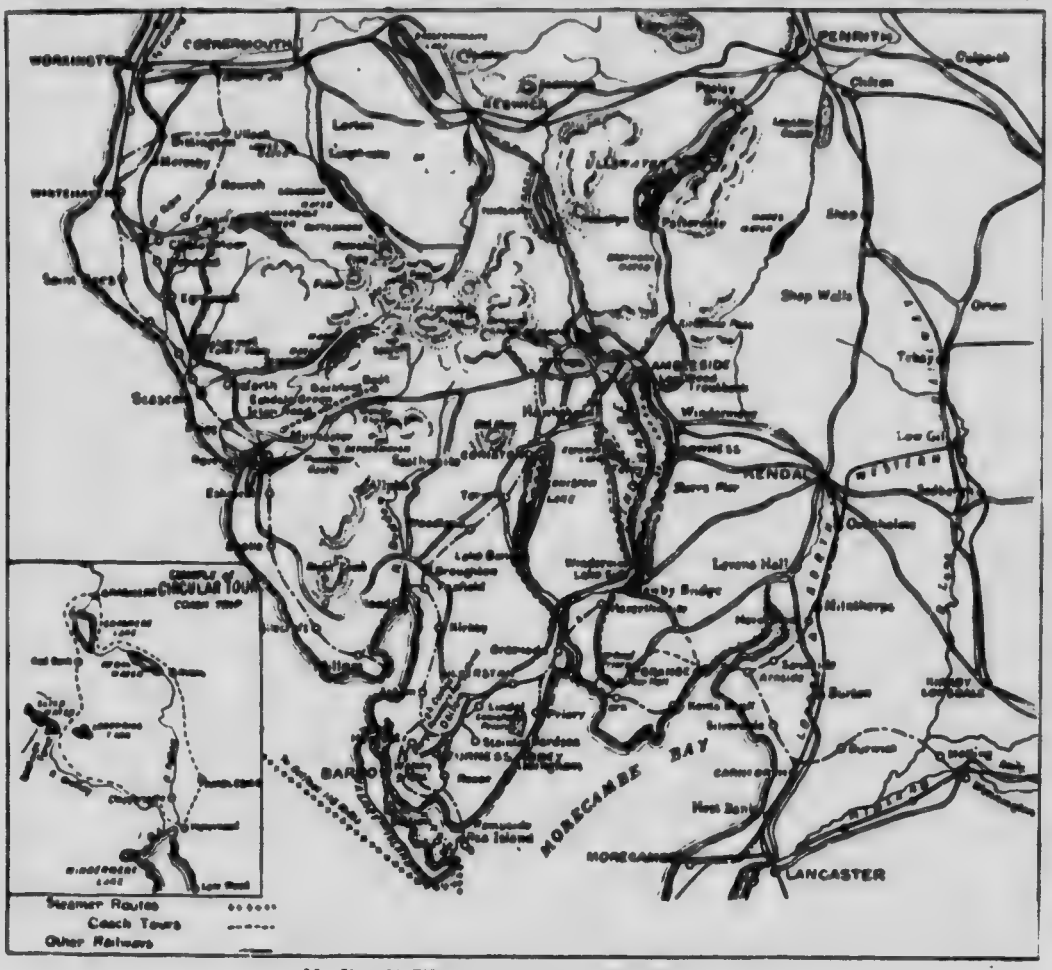
HAWKSHEAD.—A quaint and very irregularly outlined town, contains Grammar School at which Wordsworth was educated; the school was founded in 1585 by Archb. Sandys.

CONISTON.—Situated at foot of Old Man Mountain. John Ruskin (1819-1900) buried here. Near at hand is Tent House, where Tennyson once lived.

AMBLESIDE.—One of the most beautiful points in the district. Coach communication with Waterhead, Grasmere, Windermere, Coniston, Keswick, Patterdale, etc. Stock Gill Force is near by, this is a romantic waterfall, 70 ft. high, with very picturesque surroundings. Excellent views of lake and mountain scenery. Ambleside is on the Windermere Keswick coach route.

GRASMERE.—On Keswick-Windermere coach route. St. Oswald's Church. Dove Cottage, home of Wordsworth; also the grave of the poet located here.

KESWICK.—(For Derwentwater Lake, Buttermore, etc.) Located here is Greta Hall, home of Southey. Shelley also lived at Keswick for a time. Lead Pencil factories (to which visitors are admitted). Museum



MAP OF THE LAKE DISTRICT

containing model of Lake District). Many interesting side trips can be planned to start from here.—Butterneres Lake, Cockermouth (birthplace of Wordsworth, Thirlmere, Druid Circle, Vale of St. John, etc.

PENRITH.—(Northern gateway to Lake District, junction for Keswick.) Old Castle; at Salkeld (3 miles) is a Druid Circle known as "Long Meg and her daughters."

Oxenholme (junction for Kendal and Windermere passengers).

CARNFORTH (junction for Furness Railway passengers to Lake District)

ROUTES THROUGH LAKE DISTRICT.

1. Lv. L. & N. W. main line at Oxenholme, proceed Windermere, coach to Keswick via Ambleside and Grasmere, thence rail to Penrith. Or vice versa. Cost

1st Class $2.98 (12/2)
2nd Class 2.25 (9/2)
3rd Class 2.18 (8/11)

2. Oxenholme, rail to Windermere; coach Ambleside, coach Patterdale, steamer Pooley Bridge, coach Penrith. Or vice versa. Cost—

1st Class $2.50 (10/2)
2nd Class 2.28 (9/3)

3. Lv. L. & N. W. Ry at Carnforth, rail to Furness Abbey, rail to Lake Side (Windermere), steamer to Ambleside, coach to Keswick via Grasmere, rail to Penrith. Or vice versa. Cost—

1st Class $4.15 (16/11)
3rd Class 2.69 (10/5)

The foregoing rates include 1st class on all steamers and coaches. The Lake District is in the Direct territory of the London & North Western Railway. This company sends attractive literature from their New York Office, 287 Fifth Avenue, New York.

SIDE TRIPS THROUGH HOLLAND

The Queenboro-Flushing route is a very convenient route for reaching Holland, or, in fact, any part of the Continent. The ride from London to Queenboro is 60 miles. The trip through the mouth of the Thames is most interesting. The time of crossing from Queensboro to Flushing, port to port, takes from 6 to 7 hours, but not over 2¾ hours at most is occupied by crossing the open Channel. The greater part of the passage is in calm water under the shelter of land. The Flushing route permits of a stop at Middelbourg, famous for its historical buildings and the quaint and characteristic dresses of the peasantry.

THE AMSTE. AT AMSTERDAM

Rotterdam is, after Amsterdam, the largest city in the Netherlands, and is a place of great commercial importance, as the canals accommodate large vessels. Rotterdam is also reached by the steamers of the Holland-America Line, which disembark their passengers at the Hook of Holland, the trip

to Rotterdam itself being made by rail. From Rotterdam a train should be taken to Delft. The Hague is then reached, and an excursion should be made to Scheveningen. After the return to The Hague, the journey should be made to Leiden, which, while not on the line of the Netherlands State Railways, is readily accessible. From Leiden a trip should be made to Haarlem, from which city Amsterdam is readily reached. Amsterdam is the center for a number of interesting excursions, such as Zaandam and the Island of Marken. Other excursions may be made to Alkmaar. A week can be very pleasantly spent in Holland, but those who cannot spend so much time will find that the excursion can be made in three days, as per the annexed schedules, which have been prepared by the Netherlands

TOWN HALL
Veere, near Middelbourg

State Railways. They give three and five-day excursions, but these trips may be extended to a week or ten days if desired. It should be noted that this schedule does not call for a stop at Leiden or Haarlem, both of which are particularly recommended; but tickets are issued covering this route at about the same fares.

SIDE TRIPS THROUGH HOLLAND. FROM LONDON.

(VICTORIA, HOLBORN OR ST. PAUL STATIONS.)

Twice daily, also Sundays.

3 Days.

Leave London; leave Queenboro Pier; arrive Flushing; leave Flushing; arrive Middelbourg. Stop half day.

Hotels.—Hotel Abdy, Grand Hotel, Hotel Nieuwe Doelen. Rates, $2.25-$3.25.

Leave Middelbourg; arrive Dordrecht. Stop four hours.

Leave Dordrecht; arrive The Hague. Stop one day.

THE ANTWERP ROUTE

Hotels.—Hotel d'Angleterre, Hotel de l'Europe, Hotel Central, Hotel Zalm, Hotel de Bellevue. Rates, $2.00-$4.00.

Leave The Hague (via Gouda); arrive Amsterdam. Stop one day.

Hotels.—Amstel Hotel, Victoria Hotel, Bible Hotel, American Hotel, Hotel Krasnapolsky. Rates, $2.00-$4.00.

Leave Amsterdam; arrive Flushing; arrive London.

COST from London through Holland to	TICKET 1st Class	2d Class Rail and 1st Class Steamer	2d Class
London	$15.12	$13.41	$10.23
Brussels	13.52	11.11	9.15
Paris	18.89	14.95	12.99
Cologne	14.21	11.61	9.65
Hamburg	18.25	14.42	12.46
Berlin	21.15	16.32	14.36

FROM LONDON.

(VICTORIA, HOLBORN OR ST. PAUL STATIONS.)

Twice Daily, also Sundays.

5 Days.

Leave London; leave Queenboro Pier; arrive Flushing; arrive Middelbourg. Stop half day.

Hotels.—Hotel Abdy, Grand Hotel, Hotel Nieuwe Doelen. Rates, $2.25-$3.25.

Leave Middelbourg; arrive Dordrecht. Stop three hours.

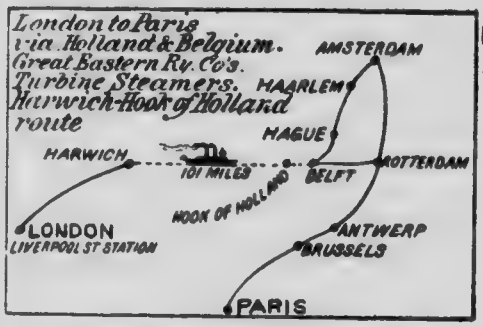
Leave Dordrecht; arrive Rotterdam (Beurs Station). Stop night.

Hotels.—Hotel Coomans, Hotel Leygraaff. Average rate, $1.00 room and breakfast.

Leave Rotterdam (D. P. Station); arrive Delft. Stop five hours.

Leave Delft; arrive The Hague. Stop one day.

Hotels.—Hotel d'Angleterre, Hotel de l'Europe, Hotel Central, Hotel Zalm, Hotel de Bellevue. Rates, $2.00-$4.00.



AN EASY ROUTE TO HOLLAND

Leave The Hague (via Gouda); arrive Gouda. Stop one hour.

Leave Gouda; arrive Utrecht. Stop half day.

Hotels.—Hotel des Pays-Bas, Hotel Kasteel van Antwerpen. Average rate, $1.00.

Leave Utrecht; arrive Amsterdam. Stop one and one-half days.

Hotels.—Amstel Hotel, Victoria Hotel, Bible Hotel, American Hotel, Hotel Krasnapolsky. Rates, $2.00-$4.00.

Leave Amsterdam; arrive Flushing; arrive London.

A GROUP OF MARKEN MEN

COST from London through Holland to	TICKET 1st Class	2d Class Rail and 1st Class Steamer	2d Class
London.....	$15.70	$13.93	$10.75
Brussels.....	14.09	11.64	9.08
Paris.....	19.47	15.48	13.52
Cologne.....	14.79	12.14	10.18
Hamburg.....	18.82	14.95	12.99
Berlin.....	21.73	16.84	14.88

FIFTY INDEPENDENT TOURS THROUGH EUROPE.

The following list of fifty independent tours through Europe was gotten up by one of the large German (the Hamburg-American) steamship companies, and a start is made from their arrival ports. This list is very good, but it should be noted that the rates are *subject to change without notice*, as are all rates. Consult the tourist agencies, steamship companies or the American Express Company before ordering tickets for tours. They can often supply circular tour tickets at a great saving.

Tour No. 1.

Cherbourg — Paris — Lyons — Marseilles —Cannes — Nice — Monte Carlo —San Remo—Genoa—Pisa—Florence—Venice—Milan—Como—(Italian Lakes) —Bellagio—Menaggio — Lugano—Luino — Locarno — St. Gotthard—Lucerne — Bale — Paris — Cherbourg.

Fare: 1st class, $70.15; 2d class rail, 1st class steamer, $55.90.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

Tour No. 2.

Cherbourg — Paris — Geneve — Lausanne—Martigny — Brigue — Domodossola—Stresa—Italian Lakes—Laveno—Luino—Lugano — Menaggio — Bellagio — Como—Milano — Venice — Pontebba —Tarvis—Villach — Glandorf—Amstetten—Vienna — Linz — Salzburg — Munich—Dresden—Berlin—Frankfort o/M. —Mayence, rail or steamer to Cologne —Amsterdam—The Hague—Hoek v. Holland—London.

Fare: 1st class, $99.90; 2d class rail, 1st class steamer, $70.65.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

Tour No. 3.

Cherbourg — Paris — Bale—Berne—Thun—Scherzligen — Interlaken — Lucerne—Zurich—Arth Goldau — Bellinzona—Lugano—Chiasso — Milan — Verona — Venice — Udine — Pontebba —

Glandorf — Amstetten — Vienna—Dresden—Berlin—Hamburg.

Fare: 1st class, $68.85; 2d class, $47.65.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 4.

Cherbourg — Paris — Geneve — Lausanne—Montreux — Martigny — Brigue Domodossola—Stresa—Italian Lakes Laveno—Luino—Lugano — Menaggio — Como — Milan — Verona — Venice — Florence—Rome—Naples.

Fare: 1st class, $50.65; 2d class rail, 1st class steamer, $37.40.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 5.

Cherbourg — Paris — Lyons — Marseilles—Cannes—Nice—Monte Carlo—San Remo—Genoa—Pisa—Rome—Naples — Rome — Florence—Venice—Mestre—Portogruaro — Cervignano — Monfalcone — Nabresina—Triest—Vienna—Linz—Salzburg—Munich — Stuttgart Strassburg—Paris — Calais — Dover — London.

Fare: 1st class, $118.70; 2d class rail, 1st class steamer, $84.40.

Ticket good for 120 days.

NOTE:—Tour can be made in either direction.

TOUR No. 6.

Cherbourg — Paris — Strassburg — Stuttgart—Nuremberg — Eger—Karlsbad—Teplitz — Bodenbach—Dresden — Berlin—Frankfort o/M.—Mayence or Wiesbaden—Rüdesheim, rail or steamer to Cologne—Amsterdam—The Hague—Rotterdam—Antwerp — Brussels — Ostende—Dover—London.

Fare: 1st class, $68.75; 2d class rail, 1st class steamer, $47.00.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 7.

Cherbourg — Paris — Strassburg — Stuttgart—Ulm — Munich—Salzburg—Linz—Vienna—Tetschen — Dresden — Berlin—Frankfort o/M.—Mayence or Wiesbaden—Rudesheim, rail or steamer to Cologne—Amsterdam—The Hague — Rotterdam—Antwerp — Brussels — Ostende—Dover—London.

Fare: 1st class, $82.10; 2d class rail, 1st class steamer, $56.10.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 8.

Cherbourg — Paris — Metz — Saarbrücken — Frankfort o/M. — Berlin—Dresden—Hof—Munich — Innsbruck—Bozen—Trient — Verona—Venice—Milan—Genoa—San Remo—Ventimiglia—Monte Carlo—Nice—Cannes—Marseilles—Lyons—Paris—Calais—London.

Fare: 1st class, $100.20; 2d class, $70.85.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 9.

Cherbourg — Paris — Lyons — Marseilles—Cannes—Nice—Monte Carlo—San Remo — Genoa—Pisa—Rome—Naples—Rome—Florence — Venice — Verona—Milan—Genoa.

Fare: 1st class, $69.75; 2d class, $49.80.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 10.

Cherbourg — Paris — Lyons — Marseilles—Cannes — Nice—Genoa—with North German Lloyd steamer to Naples — Rome — Florence — Venice—Verona—Milan—Genoa.

Fare: 1st class, $70.90; 2d class rail, 1st class steamer, $55.50.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 11.

Cherbourg — Paris — Lyons — Marseilles—Cannes—Nice—Monte Carlo—San Remo—Genoa—Milan—Verona — Bozen—Brenner — Innsbruck—Munich—Nuremberg or direct Leipsic—Berlin—Hamburg.

Fare: 1st class, $65.60; 2d class, $46.00.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 12.

Cherbourg — Paris — Lyons — Marseilles—Cannes—Nice—Monte Carlo—Mentone—and back to Nice—Cannes—Marseilles—Lyons — Belfort — Strassburg—Frankfurt o/M.—Berlin—Hamburg.

Fare: 1st class, $66.90; 2d class, $46.70.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 13.

Cherbourg — Paris — Bordeaux — Biarritz — Irun — (separate a trip through Spain)—thence commencing Portbou—Cette — Marseilles — Cannes—Nice—Vintimille—San Remo—Genoa—Milan — Verona — Venice—Verona—Desenzano—(Lake Garda)—Riva—Mori—Trient—Bozen—Innsbruck — Munich—Nuremberg or direct Leipsic—Berlin—Frankfort o/M.—Mayence or Wiesbaden—Rudesheim—rail or steamer to Cologne—Amsterdam—The Hague—Rot-

rdam—Antwerp — Brussels—Ostende Dover—London.

Fare: 1st class, $101.50; 2d class rail, 1st class steamer, $72.00.

Ticket good for 120 days.

NOTE:—Tour can be made in either direction.

TOUR No. 14.

Genoa — Pisa — Naples — Rome—Florence — Venice — Milan — Como — Italian Lakes—Menaggio—(Lake steamer) — Lugano — Luino — Pallanza — Stresa — Luino — Locarno — Bale — Strassburg or Heidelberg — Mayence — rail or Rhine steamer to Cologne—Paris—Cherbourg.

Fare: 1st class $73.80; 2d class rail, 1st class steamer, $52.70.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 15.

Genoa—Monte Carlo—Nice—with Riviera steamer to Genoa—Milan—Lugano—St. Gotthard—Lucerne — Bale—Strassburg or Heidelberg—Frankfort o/M.—Mayence—by rail or steamer to Cologne—Paris—Calais — Dover—London.

Fare: 1st class, $51.85; 2d class rail, 1st class steamer, $38.35.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 16.

Genoa—San Remo—Nice—Monte Carlo—Genoa—Milan — Verona—Venice—Florence—Pisa — Rome — Naples — by boat Navigazione Generale Italiana to Palermo—by rail to Girgenti—Catania — Syracuse — Taormina — Messina — Reggio—Naples.

THE MER DE GLACE
From the Montanvert

Fare: 1st class, $63.20; 2d class rail, 1st class steamer, $46.45.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 17.

Genoa — Milan — Verona — Venice—Verona—Desenzano—via Lake Garda to Riva—Mori—Bozen—Innsbruck—Landeck—Sargans — Zurich — Lucerne — St. Gotthard — Lugano — (Italian Lakes)—Menaggio — Bellagio—Como—Milan—Genoa.

Fare: 1st class, $36.55; 2d class rail, 1st class steamer, $26.65.

Ticket good for 60 days.

NOTE:—Tour can be made in either direction.

TOUR No. 18.

Hamburg — Berlin — Dresden — Munich — Lindau — (Lake Constance) Zurich—Lucerne — Alpnacht — Interlaken—Spiez—Zweisimmen — Montreux —Vevey — Lausanne — Bale — Strassburg or Heidelberg—Frankfort o/M.—Mayence or Wiesbaden—Rudesheim—rail or steamer Mayence or Rudesheim to Cologne—Amsterdam—Leiden—The Hague — Antwerp — Brussels — Paris —Calais—Dover—London.

Fare: 1st class, $74.90; 2d class rail, 1st class steamer, $53.40.

TOUR No. 20.

Hamburg — Berlin — Breslau — Oderberg — Budapest — Zimony—Belgrad — Constantinople — by Austrian Lloyd to Brindisi—Foggia—Naples—Rome—Firenze—Venice — Verona—Milan — Genoa—San Remo — Ventimiglia Monte Carlo — Nice—Cannes—Marseilles—Lyons—Paris — Calais — London.

Fare: 1st class, $151.90; 2d class rail, 1st class steamer, $116.00.

Ticket good for 120 days.

NOTE:—Tour can be made in either direction.

GENEVA, SWITZERLAND

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 19.

Hamburg — Berlin — Dresden — Munich—Lindau—(Lake Constance) Zurich — Lucerne — Fluelen — Chiasso — Milan — Genoa — Ventimiglia — Marseilles—Cette — Portbou—thence commencing — Hendaye — Bordeaux — Paris—Calais—London.

Fare: 1st class, $78.45; 2d class rail, 1st class steamer, $55.20.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 21.

Hamburg — Berlin — Dresden—Tetschen—Vienna — Budapest — Fiume — (Abazzia) Triest—steamer to Venice—Verona — Milan—Genoa—San Remo—Monte Carlo—Nice—Cannes—Marseilles Lyons—Paris — Brussels — Ostende Dover—London.

Fare: 1st class, $81.90; 2d class, 1st class steamer, $58.50.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 22.

Hamburg—Frankfort o/M.—Strassburg—Belfort — Lyons — Marseilles —

Cannes—Nice—Monte Carlo—San Remo—Genoa—Milan—Verona—Brenner—Munich—Nuremberg or direct Leipsic—Berlin—Hamburg.

Fare: 1st class, $73.10; 2d class, $51.25.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 23.

Hamburg—Frankfort o/M.—Strassburg—Belfort—Lyons—Marseilles—Cannes—Nice—Monte Carlo—San Remo—Genoa—Milan—Verona—Venice—Florence—Rome—Naples.

Fare: 1st class, $64.80; 2d class, $44.80.

sheim or Frankfurt o/M.—Mayence—by rail or steamer from Mayence or Rudesheim, to Cologne—rail Amsterdam—Leiden—Hague—Rotterdam—Antwerp—Brussels—Paris—Cherbourg.

Fare: 1st class, $48.65; 2d class rail, 1st class steamer, $33.30.

Ticket good for 60 days.

NOTE:—Tour can be made in either direction.

TOUR No. 26.

Hamburg—Berlin—Dresden—Leipsic—Weimar—Eisenbach—Frankfort o/M.—Wiesbaden—Rudesheim or Mayence—by rail or steamer to Cologne—rail Amsterdam—Leiden—The Hague—Rotterdam—Antwerp—Bruxelles—Paris—Cherbourg.

BOB SLEIGH RUN AT ST. MORITZ

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 24.

Hamburg—Berlin—Dresden—Teitschen—Vienna—Salzburg—Munich—Stuttgart—Strassburg—Paris—Cherbourg.

Fare: 1st class, $53.40; 2d class, $37.25.

Ticket good for 60 days.

NOTE:—Tour can be made in either direction.

TOUR No. 25.

Hamburg—Berlin—Dresden—Carlsbad—Eger—Nuremberg—Frankfort o/M.—Wiesbaden—Rude-

Fare: 1st class, $45.75; 2d class rail, 1st class steamer, $31.00.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 27.

Hamburg—Hanover—Bebra—Würzburg—Nüremberg—or direct to Munich—Lindau—(Lake Constance)—Zurich—Lucerne—Brienz—Interlaken Spiez—Montreux—by rail or steamer via Lausanne to Geneve and direct to Paris—Cherbourg.

Fare: 1st class, $47.75; 2d class rail, 1st class steamer, $33.60.

Ticket good for 60 days.

NOTE:—Tour can be made in either direction.

TOUR No. 28.

Hamburg — Berlin — Dresden — Bodenbach — Karlsbad — Marienbad — Vienna — Salzburg — Munich — Stuttgart — Strassburg — Paris — Calais—Dover—London.

Fare: 1st class, $67.35; 2d class rail, 1st class steamer, $45.00.

Ticket good for 60 days.

NOTE:—Tour can be made in either direction.

TOUR No. 29.

Hamburg — Cologne — Amsterdam—Leiden—The Hague—Rotterdam—Antwerp—Brussels — Paris — Bale — Lausanne—by rail or steamer to Geneve—Montreux — rail Spiez — Interlaken — Brienz—Lucerne—Zurich—St. Gotthard —Lugano—(Italian Lakes)—Menaggio Bellagio — Como — Milan — Venice — Florence—Rome—Naples.

Fare: 1st class, $74.40; 2d class rail, 1st class steamer, $53.40.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 30.

Hamburg — Berlin — Dresden — Karlsbad — Eger — Nüremberg — Munich — Lindau — (Lake Constance)—Zurich — Lucerne — Berne — Lausanne—by rail or steamer to Geneve—Paris—Calais—by steamer to Dover—London.

Fare: 1st class, $57.70; 2d class rail, 1st class steamer, $40.60.

Ticket good for 60 days.

NOTE:—Tour can be made in either direction.

TOUR No. 31.

Hamburg — Berlin — Breslau — Dresden—Nüremberg — Munich — Lindau—(Lake Constance) — Zurich — Lucerne—Berne—Bale—Strassburg or Heidelberg—Frankfort o/M.—Wiesbaden — Rüdesheim or Frankfort o/M.—Mayence —by rail or steamer from Mayence or Rüdesheim to Cologne—rail Amsterdam —Leiden—The Hague — Rotterdam — Antwerp—Brussels — Paris — Calais—boat to Dover—London.

Fare: 1st class, $78.20; 2d class rail, 1st class steamer, $54.10.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 32.

London — Dover — Calais—Paris — Geneve — Lausanne—Montreux—Zweisimmen — Interlaken — Lucerne — Zurich — (Lake Constance) Lindau — Munich—Salzburg — Vienna — Teschen—Dresden — Berlin — Frankfort o/M.—Mayence—rail or steamer to Cologne—Hamburg.

CASTLE OF CHILLON, LAKE OF GENEVA

Fare: 1st class, $86.25; 2d class rail, 1st class steamer, $59.90.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 33.

London — Dover — Calais—Paris—Alt Muensterol—Bale—St. Gotthard—Bellinzona—Lugano — Chiasso—Milan Verona — Venice — Bologna — Florence — Rome — Naples—by rail Reggio Messina—Catania — Siracusa—Canicatti—Girgenti—Termini Imerese—Palermo—by steamer Navigazione Generale Ital.—Naples.

Fare: 1st class, $80.50; 2d class rail, 1st class steamer, $59.40.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 34.

London — Hook of Holland — The Hague — Amsterdam — Cologne — Berlin — Dresden — Tetschen — Vienna—Semmering — Venice — Milan — Como (Italian Lakes)—Menaggio — Lugano Luino — Laveno — Stresa—Domodossola — Lausanne — Geneve — Berne—Interlaken—Lucerne — Zurich—Bale—Strassburg or Heidelberg—Frankfort o M.—Mayence or Wiesbaden — Rüdesheim—rail or steamer to Cologne—Brussels—Paris—Cherbourg.

Fare: 1st class, $105.35; 2d class rail, 1st class steamer, $74.55.

Ticket good for 120 days.

NOTE:—Tour can be made in either direction.

TOUR No. 35.

London — Dover — Calais — Paris—Brussels—Antwerp — Rotterdam—The Hague — Amsterdam — Cologne — Frankfort o/M.—Nüremberg—Munich—Salzburg—Linz — Vienna—Budapest—Belgrad—Constantinople—by Austrian Lloyd to Brindisi—Foggia—Naples—Rome—Firenze — Venice—Milan—Como Italian Lakes—Bellagio—Menaggio—Lugano—Bellinzona—St. Gotthard—Lucerne—Zurich—Lake Constance—Lindau Munich — Dresden — Berlin — Hamburg.

Fare: 1st class, $172.35; 2d class rail, 1st class steamer, $130.35.

Ticket good for 120 days.

NOTE:—Tour can be made in either direction.

TOUR No. 36.

London—Hook of Holland—Rotterdam—The Hague—Amsterdam—Cologne—by rail or steamer Mayence—Frankfort o/M. — Berlin — Dresden — Hof — Munich—Innsbruck — Bozen—Meran—Mori—Lake Garda—Riva—Desenzano—Verona — Venice — Florence — Pisa—Nervi — Genoa — San Remo—Ventimiglia—Monte Carlo—Nice — Cannes—Marseilles—Lyons—Paris—Cherbourg.

Fare: 1st class, $98.95; 2d class rail, 1st class steamer, $70.95.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 37.

London—Dover—by steamer to Calais—Paris—Lyons — Marseilles—Cannes—Nice—Monte Carlo—San Remo—Genoa—Milan — Verona — Venice—Mestre—Pontebba — Glandorf — Amstetten — Vienna—Tetschen—Dresden — Berlin—Hamburg.

Fare: 1st class, $79.45; 2d class rail, 1st class steamer, $56.50.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 38.

London—Dover—by steamer to Ostende—rail Brussels—Cologne—by rail or steamer to Mayence or Rüdesheim—Wiesbaden — Frankfort o/M. — Heidelberg or Strassburg—Bale—Zurich — Lucerne—Brienz — Interlaken — Spiez—Montreux—by rail or steamer via Lausanne to Geneve—rail Modane (Mt. Cenis)—Torino—Genoa.

Fare: 1st class, $43.95; 2d class rail, 1st class steamer, $26.95.

Ticket good for 60 days.

NOTE:—Tour can be made in either direction.

TOUR No. 39.

London—Dover—steamer to Ostende—Brussels—Cologne—steamer to Mayence—Frankfort o/M.—Berlin—Dresden—Nüremberg — Munich — Lindau — (Lake Constance)—Zurich — Lucerne—Interlaken—Berne—Lausanne — Geneve—Paris—Cherbourg.

Fare: 1st class, $73.50; 2d class rail, 1st class steamer, $51.05.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

TOUR No. 40.

Naples — Rome — Florence — Venice — Pontebba — Villach — Amstetten — Vienna—Salzburg—Munich—Dresden — Berlin — Cologne — Paris — Calais — Dover—London.

Fare: 1st class, $88.95; 2d class rail, 1st class steamer, $61.90.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

58. Validità giorni 15

PREZZI
I classe Lire 63 50
II » » 44 80
III » » 29 35

TOUR No. 41.

Naples — Rome — Florence — Venice — Pontebba — Villach — Amstetten — Vienna — Dresden — Berlin — Frankfort o/M.—Mayence—rail or steamer to Cologne — Paris — Calais — Dover — London.

Fare: 1st class, $83.85; 2d class rail, 1st class steamer, $58.90.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

54 Validità giorni 15

PREZZI
I cl. Lire 67 50
II » » 47 65
III » » 31 20

TOUR No. 42.

Naples — Rome — Florence — Pisa—Genoa — Nice — Genoa — Milan — Venice — Pontebba — Tarvis — Villach —Glandorf — Amstetten — Vienna — Dresden — Berlin — Frankfort o/M. — Wiesbaden—Mayence—rail or steamer to Cologne—Paris—Calais—Dover—London.

102. Validità giorni 15

PREZZI
I classe Lire 73 60
II » » 51 85
III » » 33 95

Speciale da Livorno

PREZZI
I cl L 77 40
II » » 54 45
III » » 35 65

Fare: 1st class, $99.00; 2d class rail, 1st class steamer, $71.85.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

111. Validità giorni 30

PREZZI
I classe Lire 119 80
II » » 78 20
III » » 50 50

TOUR No. 43.

Naples — Rome — Florence — Venice Milan—Torino—Modane—(Mt. Cenis) Geneve—Paris—Calais—steamer to Dover—London.

Fare: 1st class, $56.05; 2d class rail, 1st class steamer, $41.40.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

115. **Validità giorni 30**

PREZZI

I classe	Lire	137 60
II	» »	91 —
III	» »	58 60

TOUR No. 44.

Naples — Rome — Florence — Venice Verona — Trient — Bozen — Innsbruck—Munich — Lindau—(Lake Constance)—Zürich—Lucerne — St. Gotthard — Lugano — Chiasso — Milan — Genoa.

Fare: 1st class, $46.70; 2d class rail, 1st class steamer, $33.85.

Ticket good for 60 days.

NOTE:—Tour can be made in either direction.

TOUR No. 45.

Naples — Rome — Florence — Pisa—Florence — Venice — Milan — Como — Lake steamer via Bellaggio—Menaggio —Lugano—Luino — Stresa — Domodossola — Simplon — Brigue—Zermatt — Visp—Martigny — thence commencing Chamounix — Geneve — Lausanne — Montreux — Zweisimmen — Spiez — Interlaken—Lucerne—Bale—Strassburg or Heidelberg—Mayence—rail or steamer to Cologne — Amsterdam — The Hague—Antwerp — Brussels — Paris — Boulogne—Folkestone—London.

Fare: 1st class, $83.65; 2d class rail, 1st class steamer, $62.35.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

116. **Validità giorni 45**

PREZZI

I classe	Lire	149 —
II	» »	98 60
III	» »	63 60

TOUR No. 46.

Naples — Rome — Florence — Venice —Milan — Chiasso — Lugano — Bellinzona—St. Gotthard—Lucerne—Brienz —Interlaken — Berne—Zürich—Lindau —Lake Constance—Munich—Salzburg—Linz—Vienna — Tetschen — Dresden—Berlin—Hamburg — Frankfort o/M.—Mayence—rail or steamer to Cologne—Amsterdam—The Hague—Rotterdam—Antwerp — Brussels — Paris — Calais —Dover—London.

Fare: 1st class, $111.65; 2d class rail, 1st class steamer, $77.20.

Ticket good for 120 days.

NOTE:—Tour can be made in either direction.

Tour No. 47.

Naples — Rome — Florence — Venice — Milan — Genoa — San Remo — Ventimiglia — Monte Carlo — Nice — Cannes — Marseilles — Lyons — Geneve — Lausanne — Berne — Scherzlinger — Interlaken — Brienz — Lucerne — Zurich — Bellinzona — Lugano — Chiasso — Milan — Genoa.

Fare: 1st class, $58.55; 2d class, $41.80.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

Tour No. 48.

Naples — Rome — Florence — Venice — Pontebba — Tarvis — Villach — Glandorf — Amstetten — Vienna — Linz — Salzburg — Munich — Lindau — (Lake Constance). Zurich — Lausanne — Geneve — Vevey — Montreux — St. Maurice — Martigny — Brigue — Domodossola — Stresa — Italian Lakes — Laveno — Luino — Lugano — Menaggio — Bellagio — Como — Milan — Genoa.

Fare: 1st class, $65.10; 2d class rail, 1st class steamer, $45.85.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

Tour No. 49.

Naples — Rome — Florence — Venice — Milan — St. Gothard — Lucerne — Bale — Strassburg or Heidelberg — Frankfort o/M. — Mayence — rail or steamer Cologne — Brussels — Ostende — Dover — London.

Fare: 1st class, $57.05; 2d class rail, 1st class steamer, $40.45.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

Tour No. 50.

Rotterdam — The Hague — Amsterdam — Cologne — by rail or steamer to Mayence or Wiesbaden — Frankfort o/M. — Berlin — Dresden — Leipsic — Munich — Heidelberg — Zurich — Lucerne — Interlaken — Berne — Lausanne — Geneve — Paris — Calais — Lille — Brussels — Antwerp.

Fare: 1st class, $74.45; 2d class rail, 1st class steamer, $52.80.

Ticket good for 90 days.

NOTE:—Tour can be made in either direction.

"RUNDREISE" OR CONTINENTAL CIRCULAR TOURS FROM LONDON AND PARIS

This list has been very carefully prepared by the American Express Company, and gives a number of interesting tours. The "rundreise," or circular tickets from London, Italian circular tours from Paris, the "rundreise," or circular tickets from Paris, the French circular tickets and the Spanish semi-circular tickets are all recommended. Consult any responsible tourist agency relative to rates. It is wise to get figures from two agencies and compare prices for *identical* itineraries. Remember fares are often cheaper when tickets are issued by inferior or shorter routes. The best tourist agencies give advice which is often disinterested and rather professional, and intending travelers should *always* indicate the route desired and should not be dissuaded from it unless loss of time or money can be demonstrated.

The very best practice in tipping seems to be to allot a certain per cent. of the hotel bills for tips and then let the hotel management see to the distribution. The writer has tried this with satisfaction. If the amount of the bill is small ten per cent. should be given; if the amount of the bill is large it may be scaled to seven per cent.

CONTINENTAL CIRCULAR TOURS FROM LONDON.

Time allowance conditional.

Free allowance of 56 lbs. registered baggage.

1. **London (Brighton), Dieppe, Rouen, Paris, Amiens, Boulogne, Folkestone, London,** or *vice versa*. **1st Class, £4/8/7 ($21.71); 2nd Class, £3/2/8 ($15.35); 3rd Class, £2/1/4 ($10.13).**

2. **London (Brighton), Dieppe, Rouen, Paris, Amiens, Calais, Dover,** or *vice versa*, **1st Class, £4/15/3 ($23.34); 2nd Class, £3/7/8 ($16.58); 3rd Class, £2/4/4 ($10.87).**

3. **London, Southampton, Havre, Rouen, Paris, Amiens, Boulogne, Folkestone, London,** or *vice versa*. **1st Class £4/3/10 ($20.54); 2nd Class, £2/19/6 ($14.58).**

4. **London, Southampton, Havre, Rouen, Paris, Amiens, Calais, Dover, London,** or *vice versa*. **1st Class, £4/10/6 ($21.95); 2nd Class, £3/4/6 ($15.81).**

5. **London, Southampton, Havre, Rouen, Paris, Havre, Southampton, London. 1st Class, £2/16/8 ($13.89); 2nd Class, £2/0/8 ($9.97).**

6. **London, Folkestone, Boulogne, Amiens, Paris, Calais, Dover, London,** or *vice versa*. **1st Class, £4/15/9 ($23.46); 2nd Class, £3/9/10 ($17.11); 3rd Class, £2/0/6 ($9.93).**

7. **London, Newhaven, Dieppe, Rouen, Paris, Dieppe, Newhaven (Brighton), London 1st Class, £3/6/3 ($16.24); 2nd Class, £2/7/1 ($11.54); 3rd Class, £1/13/3 ($8.15).**

Normandy and Brittany Tour (No. 15).—London, Brighton, Newhaven, Dieppe, Rouen, Fécamp, Havre to Honfleur by boat and Honfleur to Trouville by rail, or Havre to Trouville by boat, Caen, Cherbourg, St. Lo or Carteret, Granville, Avranchers, Pontorson, Mont St. Michel (by tramway), Dol, St. Malo, Dinard, St. Brieuc, Guingamp (Paimpol and Carhaix), Lannion, Morlaix (Carhax), Roscoff, Brest, Quimper, Douarnenez, Pont l'Abbé, Concarneau, Lorient, Quiberon, Vannes, Savenay, Le Croisic, Guérande, St. Nazaire, Pont Château, Redon, Rennes, Vitré, Laval, Le Mans, Chartres, Paris, Dieppe, Newhaven, Brighton, London, or *vice versa*. **Available for one month. 1st Class, £8/4/4 ($40.27); 2nd Class, £5/16/9 ($28.61).**

Switzerland.—(Tour 53.)—London, Paris, Paris Ceinture, Dijon, Macon, Bourg, Culoz, Geneva, Lausanne, Fribourg, Berne, Scherzligen, Daerligen, Interlaken, Boenigen, Giessach, Brienz, Meiringen, Alpnach, Lucerne, Sursee, Aarbourg, Olten, Bale, (Petit Croix, Delle), Belfort, Paris, London, or *vice versa*. **Available for 75 days between London and Paris, and 60 days beyond. Via Calais or Boulogne, 1st Class, £10/10/5 ($51.55); 2nd Class, £7/14/11 ($37.96). Via Dieppe, 1st Class, £9/2/0 ($44.59); 2nd Class, £6/13/2 ($32.63).**

Pyrenees.—(Tour 1.)—London, Paris, Orleans, Tours, Angoulême, Bordeaux, Arcachon, Morceux, Mont de Marsan, Tarbes, Bagneres de Bigorre, Montrejeau, Bagneres de Luchon, Montrejeau, Tarbes, Lourdes, Pierrefitte-Nestalas, Lourdes, Pau, Puyoo, Bayonne, Dax, Morceux, Bordeaux, Angoulême, Tours, Orleans, Paris, London, or *vice versa*. **Available for 45 days. Via Calais or Boulogne, 1st Class, £11/8/3 ($55.92); 2nd Class, £8/9/8 ($41.57). Via Dieppe, 1st Class, £9/18/5 ($48.61); 2nd Class, £7/6/10 ($35.98).**

Touraine and the Valley of the Loire (No. 1.)—London, Dieppe, Paris, Orleans, Blois, Amboise, Tours, Chenonceaux, Tours, Loches, Tours, Langeais, Saumur, Angers, Nantes, St. Nazaire, Le Croisic, Guérande, St. Nazaire, Nantes, Angers, Paris (*via* Blois or Vendôme, or *via* Chartres, without stoppage on the Ouest Railway), Dieppe, London, or *vice versa*. **1st Class, £6/15/2 ($33.12), 2nd Class, £4/17/7 ($23.91). Via Calais or Boulogne, 1st Class, £8/4/9 ($40.36); 2nd Class, £6/0/4 ($29.48).**

Dutch Circular Tour.—London, Rochester, Queenboro', Flushing, Middelburg, Roosendaal, Breda, Tilburg, Bois-le-Duc, Nymegen, Arnheim, Ede, Zeist, Driebergen, Utrecht, Amsterdam, Haarlem, Leyden, The Hague, Delft, Rotterdam, Dordrecht, Roosendaal, Flushing, Queensboro', London. Tickets available for 30 days. 1st Class, £3/5/1 ($15.95); 2nd Class, £2/6/4 ($11.35).

Owing to the large number of these Tours it is not possible to enumerate more than a few examples. Other itineraries will be submitted on application.

ITALIAN CIRCULAR TOURS FROM PARIS.

The following Circular Tours afford many important advantages. Tickets are available for 60 days, and allow holders to stop over at all points of interest.

These tickets are very much below the ordinary fares, effecting a considerable saving.

Luggage.—56 lbs. conveyed free in France only. In Switzerland and Italy all registered luggage must be paid for. These Itineraries cannot be modified or altered, but can be issued in the reverse direction. Passengers must state at the time of booking by which route they intend to travel from Paris.

Examples

Tour 81 A1.—Paris, Macon, Bourg (or Lyons), Aix-les-Bains, Turin, Alessandria, Genoa, San Remo, Bordighera, Vintimille, Mentone, Monte Carlo, Nice, Cannes, Toulon, Marseilles, Lyons, Macon, Dijon (or Cette, Nimes, Clermont), Fontainebleau, Paris. 1st Class, ($34.68) Frs. 177.70; 2nd Class, ($25.41) Frs. 130.20.

Tour 86 BB1.—Paris, Troyes, Bale, Lucerne St. Gothard Railway to Goschenen, Biasca, Bellinzona, Como, Milan, Turin, Genoa, San Remo, Bordighera, Mentone, Monte Carlo, Nice, Cannes, Marseilles, Lyons, Macon, Dijon (or Cette, Nimes, Clermont), Fontainebleau, Paris. 1st Class, ($39.18) Frs. 200.80; 2nd Class, ($29.05) Frs. 148.90.

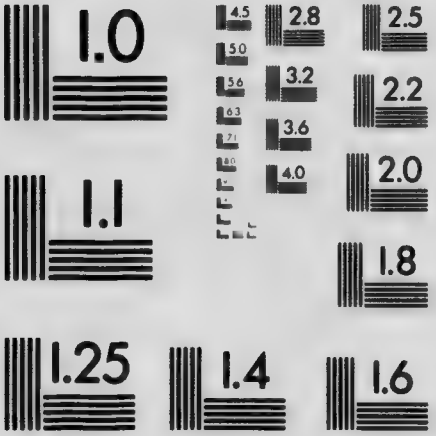
Tour 88 EE1.—Paris, Troyes, Bale, Lucerne (or Zurich), St. Gothard Railway to Goschenen, Biasca, Bellinzona, Lugano, Como, Milan, Novara, Turin, Mont Cenis, Chambery, Culloz, Macon (or Grenoble, Lyons, Macon), Dijon, Paris (or Lyons, Clermont-Ferrand, Paris). 1st Class, ($31.10) Frs. 159.40; 2nd Class, ($23.23) Frs. 119.05.

RUNDREISE OR CIRCULAR TICKETS FROM LONDON

Rundreise Tickets effect a considerable saving on the regular single fares, and are only available provided the circular trip exceeds 600 kilometres—373 miles.

MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



APPLIED IMAGE Inc
1653 East Main Street
Rochester, New York 14609 USA
(716) 482 - 0300 - Phone
(716) 288 - 5989 - Fax

These tickets do not entitle holders to any free baggage allowance, except hand baggage.

The following tours are enumerated as specimens only. Tickets can be arranged covering other combinations, and estimates will be submitted on application. No refund is allowed by the Railway Administrations on unused or lost coupons. Children under ten years of age half-fare. Stop-overs are allowed at any station en route.

See rules of trains, page 312.

R. 20. London, Paris, Rhine, Belgium, London.—London, Dover, Calais, Paris, Strassburg, Heidelberg, Mayence, *Cologne, Brussels, Ostend, Dover, London (available 60 days). 1st Class, £8/8/6 ($41.28); 2nd Class, £5/17/6 ($28.79).

Via Dieppe, and as above (available 60 days). 1st Class, £8/2/5 ($39.79); 2nd Class, £5/11/9 ($27.38).

R. 25. London, Paris, Switzerland, Black Forest, Rhine, Belgium, London.—London, Dover, Calais, Paris, Geneva, *Lausanne, Bern, Interlaken, Brienz, Lucerne, Zurich, Falls of Rhine, Black Forest, Heidelberg, Mayence, *Cologne, Brussels, Ostend, London (available 60 days). 1st Class, £10/18/0 ($53.41); 2nd Class, £7/13/4 ($37.56).

Via Dieppe, and as above (available 60 days). 1st Class, £10/11/11 ($51.92); 2nd Class, £7/7/8 ($36.18).

R 30. London, Paris, Switzerland, Austria, Germany, Rhine, Belgium, London.—London, Dover, Calais, Paris, Geneva, *Lausanne, Bern, Interlaken, Lucerne, Zurich, Innsbruck, Munich, Vienna, Prague, Dresden, Berlin, Liepsic, Frankfort O M, Mayence, *Cologne, Brussels, Ostend, Dover, London (available 120 days). 1st Class, £18/16/6 ($92.24); 2nd Class, £12/16/3 ($62.78).

Via Dieppe, and as above (available 120 days). 1st Class £18/10/4 ($90.73); 2nd Class £12/10/7 ($61.39).

LA BELLE ALLIANCE FARM, WATERLOO
BELGIUM

The Picturesque Battlefield is easily reached from Brussels

R 53. London, Paris, Switzerland, Italy, Austria, Germany, Rhine, Belgium, London.—London, Dover, Calais, Paris, Geneva, *Lausanne, Bern, Interlaken, Brienz, Lucerne, St. Gothard, Milan, Genoa, Pisa, Rome, Florence, Venice, Vienna, Prague, Dresden, Berlin, Frankfort-on-Main, Mayence, *Cologne, Brussels, Ostend, Dover, London (available 120 days). 1st Class, £23/11/[illegible] ($115.44); 2nd Class, £16/6/4 ($79.95).

* Rail or Steamer.

Via Dieppe, and as above (available 120 days). 1st Class, £23/5/0 ($113.96); 2nd Class, £16/0/8 ($78.56).

R 55. London, Holland, Belgium, France, London.—London, Hook of Holland, Haag, Leyden, Haarlem, Amsterdam, Rotterdam, Antwerp, Brussels, Paris, Calais, Dover, London (available 60 days). 1st Class, £6/3/0 ($30.14); 2nd Class, £4/7/8 ($21.48).

Ditto, *via* Flushing (available 60 days). 1st Class, £6/7/8 ($31.28); 2nd Class, £4/12/6 ($22.66).

R 57. London, Denmark, Sweden, Germany, Holland, London.—London, Steamer to Esbjerg (*via* Harwich), Rail Gothenburg, Stockholm, Copenhagen, Hamburg, Bremen, Amsterdam, Hague, Rotterdam, London, (returning *via* Hook, available 60 days). 1st Class, £12/17/8 ($63.13); 2nd Class, £9/1/2 ($44.39.)

* 3rd Class Rail, London to Harwich; 1st Class on Harwich–Esbjerg steamer.

RUNDREISE OR CIRCULAR TICKETS FROM PARIS.

The American Express Company issues Circular, or Rundreise, Tickets via all railroad lines in France, Switzerland, Holland, Belgium, Denmark, Roumania, Servia, Italy, Germany, Austria-Hungary, Norway, Sweden, Turkey and Bulgaria.

Rundreise Tickets effect a considerable saving on the regular single fares and are available only provided the circular trip exceeds 600 kilometres—373 miles.

These tickets do not entitle holders to any free baggage allowance, except hand baggage.

The following are a few specimen tours. Tickets can be arranged covering other combinations, and estimates will be submitted on application. No refund is allowed by the Railway Administrations on unused or lost coupons. Children under ten years of age, half-fare. Stop-overs are allowed at any station *en route*.

1. Paris, Strasburg, Heidelberg, Mayence, Cologne, Aachen, Brussels, Ostend, Dover, London. (Valid 60 days.) 1st Class, ($30.43) Frs. 155.95; 2nd Class, ($21.18) Frs. 108.55.

2. Paris, Strasburg, Heidelberg, Mayence, Cologne, Amsterdam, Hague, Rotterdam, Hook of Holland, London. (Valid 60 days), 1st Class, ($31.07) Frs. 159.25; 2nd Class, ($21.07) Frs. 108.00.

3. Paris, Geneva, Lausanne, Berne, Interlaken, Lucerne, Bale, Heidelberg, Mayence, Cologne, Flushing, London. (Valid 60 days,) 1st Class, ($39.49) Frs. 202.40; 2nd Class, ($27.20) Frs. 139.40.

4. Paris, Brussels, Antwerp, Rotterdam, Hague, Amsterdam, Bremen, Hamburg, Berlin, Frankfort, Strasburg, Paris. (Valid 60 days) 1st Class, ($46.08) Frs. 236.15; 2nd Class, ($31.54) Frs. 161.65.

5. Paris, Bale, Zurich, Munich, Vienna, Berlin, Leipsic, Cologne, Brussels, Ostend, London. (Valid 90 days.) 1st Class, ($68.91) Frs. 353.15; 2nd Class, ($47.18) Frs. 241.30.

6. Paris, Turin, Genoa, Pisa, Rome, Naples, Florence, Venice, Trieste, Budapest, Vienna, Frankfort, Hamburg, Bremen. (Valid 120 days.) 1st Class, ($97.22) Frs. 498.25; 2nd Class, ($67.52) Frs. 346.05.

7. Paris, Nice, Genoa, Pisa, Rome, Naples, Florence, Venice, Vienna, Budapest, Belgrade, Constantinople, Vienna, Berlin, Hamburg. (Valid 120 days.) 1st Class, ($140.17) Frs. 718.40; 2nd Class, ($96.44) Frs. 494.25.

8. Hamburg, Copenhagen, Gothenburg, Christiania, Stockholm, Lubeck, Berlin, Dresden, Nuremberg, Munich, Venice, Florence, Rome, Naples. (Valid 120 days.) 1st Class, ($88.75) Frs. 454.85; 2nd Class, ($59.86) Frs. 306.80.

FRENCH CIRCULAR TICKETS.

(G. v. 105.)

The cost of these tickets is considerably less than the combination of ordinary fares. They allow holders to stop over at any point *en route*, and may be extended twice for a period equal to half that for which they were originally available, on payment of a supplement of 10 per cent. of the price, in respect to each extension.

The railroad regulations require that a deposit of Frs. 10 per ticket shall be made. This deposit will be refunded on surrender of the cover of the tickets after completion of the journey.

The itineraries printed below are a few illustrative examples only. Quotations for any tours desired will be furnished on application to tourist companies.

FARES FROM PARIS.

1. Paris, Chartres, Rouen, Amiens, Laon, Reims, Paris. (Valid 30 days.) 1st Class, ($11.75) Frs. 60.10; 2nd Class, ($8.61) Frs. 44.10; 3rd Class ($5.68) Frs. 29.10.

2. Paris, Orleans, Blois, Amboise, Tours, Chenonceau, Loches, Chinon, Langeais, Angers, Rennes, St. Malo, Pontorson (Mont St. Michel), Granville, Paris. (Valid 30 days.) 1st Class, ($20.31) Frs. 104.10; 2nd Class, ($14.46) Frs. 74.10; 3rd Class, ($9.97) Frs. 51.10.

3. Paris, Bordeaux, Arcachon, Biarritz, Pau, Lourdes, Pierrefitte, Bagnères de Bigorre, Luchon, Toulouse, Castelnaudary, Carcassonne, Nimes, Marseilles, Hyères, Nice, Monte Carlo, Mentone, Lyon, Geneva, Paris. (Valid 60 days.) 1st Class, ($44.66) Frs. 228.90; 2nd Class, ($30.23) Frs. 154.90; 3rd Class, ($19.92) Frs. 102.10.

4. Paris, Orleans, Tours, Poitiers, Angoulême, Bordeaux, Biarritz, Hendaye, Irun (in connection with circular ticket in Spain), Port Bou, Cerbère, Narbonne, Nimes, Avignon, Lyon, Paris. (Validity according to the Spanish ticket, viz.: 60, 90 or 120 days.) 1st Class, ($27.73) Frs. 142.10; 2nd Class, ($19.73) Frs. 101.10; 3rd Class, ($13.68) Frs. 70.10.

5. Paris, Lyon, Avignon, Marseilles, Cannes, Nice, Monte Carlo, Vintimille (in connection with circular ticket in Italy), Modane, Aix-les-Bains, Dijon, Paris. (Valid 60 days.) 1st Class, ($27.73) Frs. 142.10; 2nd Class, ($19.73) Frs. 101.10; 3rd Class, ($13.68) Frs. 70.10.

6. Paris, Dijon, Macon, Aix-les-Bains, Annecy, Chamonix, Le Fayet, Geneva (in connection with Swiss circular ticket), Delle, Belfort, Troyes, Paris. (Valid 45 days.) 1st Class, ($21.48) Frs. 110.10; 2nd Class, ($15.44) Frs. 79.10; 3rd Class, ($10.75) Frs. 55.10.

MISCELLANEOUS FRENCH

The following three circular tours in the Pyrenees, and two in the Châteaux district, are especially recommended:

1st *Itinerary.*—Paris, Bordeaux, Arcachon, Mont-de-Marsan, Tarbes, Bagnères-de-Bigorre, Montréjeau, Bagnères-de-Luchon, Pierrefitte-Nestalas, Pau, Bayonne, Paris. (Valid 30 days.)

1st.	2d.
$ 32.10	$ 24.00
Frs. 164.50	Frs. 123.00

2d *Itinerary.*—Paris, Bordeaux, Arcachon, Mont-de-Marsan, Tarbes, Pierrefitte-Nestalas, Bagnères-de-Bigorre, Bagnères-de-Luchon, Toulouse, Paris (*via* Montauban, Cahors, Limoges, or *via* Figeac, Limoges). (Valid 30 days.)

1st.	2d.
$ 31.90	$ 23.90
Frs. 163.50	Frs. 122.50

3d *Itinerary.*—Paris, Bordeaux, Arcachon, Dax, Bayonne, Pau, Pierrefitte-Nestalas, Bagnères-de-Bigorre, Bagnères-de-Luchon, Toulouse, Paris (*via* Montauban, Cahors, Limoges, or *via* Figeac, Limoges). (Valid 30 days.)

1st.	2d.
$ 32.10	$ 24.00
Frs. 164.50	Frs. 123.00

1st *Itinerary.*—Paris, Orleans, Blois, Amboise, Tours, Chenonceaux, and return to Tours, Loches, and return to Tours, Langeais, Saumur, Angers, Nantes, Saint Nazaire, Le Croisic, Guérande, and return to Paris (*via* Blois or Vendôme, or *via* Angers and Chartres). (Valid 30 days; can be extended for three periods of 10 days by paying 10 per cent of the original price for each extension.)

1st.	2d.
$ 16.78	$ 12.29
Frs. 86.00	Frs. 63.00

2d *Itinerary.*—Paris, Orleans, Blois, Amboise, Tours, Chenonceaux, and return to Tours, Loches, and return to Tours, Langeais, and back to Paris (*via* Blois or Vendôme). (Valid 15 days.)

1st.	2d.
$ 10.54	$ 8.00
Frs. 54.00	Frs. 41.00

RHINE TRIPS.

Provided the traveler does not leave the beaten path, he can make quite extensive tours in the Rhine country without a knowledge of German. If, however, small out-of-the-way places are to be visited, a knowledge of German is indispensable. Travelers should avoid asking for things which are unknown in Germany, as they will thus save themselves much trouble and expense. Cologne is the center for excursions in the Rhine district, and is easily reached from London by a number of different routes, such as the Ostend-Ghent route, the Flushing route, the Hoek van Holland, and the route by Calais, with its short sea trip. Nearly all of the routes call for a journey of from thirteen to eighteen hours. The fares vary according to the distance and the equipment of the steamer. Thus, a trip via Calais will cost £3 5s. 5d., while the Hoek van Holland fares are only £2 12s. 9d., first class. The same rates prevail via the Flushing route. The Ostend-Ghent route costs £2 15s. The fares by second-class trains are, of course, very much cheaper; thus, via Calais the expense is £2 6s. 10d., and via Hoek van Holland and Flushing £1 16s.

Second-class passengers can travel in the saloon of steamers crossing the Channel for a small additional fee, and the superior accommodations, especially if one is ill, are appreciated. Baggage can be registered through to destination at a small fixed charge, which rarely exceeds 6d. per package. Bicycles may be registered as ordinary baggage for a fee of 5s. The trip from London to Cologne does not call for any special attention, as each route takes the traveler through important places of interest.

For further information about railways to Germany see special section devoted to this subject.

The steamboat service on the Rhine dates from 1827, and the service is performed to a large extent by the Cologne and Dusseldorf Company. The journey from Cologne to Mayence occupies about 12¼ hours, while the descent of the river is made in 7¾ hours. It is possible to make two or three stops at intersecting points along the shores if an early start is made from Cologne. Time may be saved by taking the railroad to Bonn. It is a short walk from the railroad to the steamship wharf.

Some travelers recommend that the trip be made up the Rhine, while others consider that the trip down the Rhine is preferable. At Mayence the river is only 492 yards wide, while at Cologne it narrows to 433 yards; so it will be seen that the river is not remarkable for its size, and does not compare at all favorably with the size of our own Hudson River. The distance from Mayence to Bingen is 18½ English miles, from Binder to Coblenz

38½ miles, from Coblenz to Cologne 59½ miles, making a total of 106 miles. This is about all of the Rhine which the average traveler sees, although he may see it again at Bale, or in visiting the falls of the Rhine at Shaffhausen. If you have not secured your ticket before going on the steamer, do so immediately at the purser's office, as otherwise you might be charged for the entire distance traveled by the steamer. Excellent meals are provided on board, at an expense of about three marks, while children are given refreshments at half price. All the steamers furnish breakfast on board, which is often much pleasanter than taking a hurried meal at the hotel. Visitors should avoid buying worthless maps, post-cards, etc., on the steamers. Everything of this description can be bought much better on land.

The Rhine district is an important center of walking excursions, cycling and motor trips. The question of motor cars in Germany is referred to elsewhere.

The hotels in the Rhine district are about the same as those found in other parts of Germany. The cost of rooms varies from three to five marks, the cost of breakfast is from one to one and one-third marks, while the dinners cost from two to five marks. It is quite customary to call for the hotel bill where a stop of several days is being made, every day or so, in order to avoid the fictitious charges. The traveler should not think it strange if some hotels present bills daily. It safeguards against imposition. The bills, however, need not be paid until the sojourn has come to a close. Bills should always be very carefully footed, as the average German waiter's mathematics is not of the first order. The principal place of interest in the Rhine country is Aix-la-Chapelle, the favorite abode of Charlemagne.

At least two days should be given to Cologne. There are a number of good hotels in this city, such as the Dom Hotel, the Kölner House, both near the station, and the Hotel Ernst, where the writer stopped some

HEIDELBERG
From the Neckar

years ago. Visitors should avoid purchasing cologne water from the waiters and chambermaids, who are apt to be very insistent in making sales. This famous specialty of Cologne can be obtained from the Johann Marie Farina, opposite the Jülichs-Platz. The principal attraction of Cologne, which is a city of 230,000 inhabitants, is the Cathedral, which is the largest in the world. Services of valets-de-place should be discouraged. Tickets to visit the choir and for admission to the tower can be obtained from the attendant at an expense of 1.5 marks and 1 mark, respectively. The towers are 515 feet in height, and a trip to the top should not be neglected. The treasury should be visited by all means, as it contains many objects of interest.

The Wallaf-Richartz Museum should also be visited. Among the other objects of interest are the Rathhaus and the Gürzenich. The Apostles' Church, the Church of St. Gereon, and St. Ursula should not be omitted; also the Museum of Industrial Arts. Very good little local guides can be purchased for a small sum, which will give valuable information with regard to objects of interest. Those who wish fuller accounts of the Rhine country should purchase Baedeker's "Rhine," English edition, which sells in this country for $2.10. From Cologne the ascent of the Rhine should be made. A small Rhine guide will give all the points of interest. If it is possible, a stop should be made at Königswinter, from which a funicular road goes up to the Drachenfels, which is filled with memories of the killing of "Fafner" by Siegfried. A side trip to the Seven Mountains (Siebengebirge) can also be made from Königswinter. The trip will take an entire day.

In subsequent editions it is possible that new maps and guides to the castles on the Rhine, on a new principle,

THE RHINE AT ANDERNACH

may be added. The national monument on the Niederwald is perhaps the most conspicuous monument on the Rhine. From Mayence, which is an interesting city, excursions may be made to Weisbaden, Trier, Worms, Heidelberg, Ems and Frankfort. This latter city should not be omitted under any circumstances.

ITALIAN CIRCULAR TOURS

The following is a list of circular tours through Italy for independent travelers. These tours can be made up in almost innumerable combinations by the large agencies, as Cook, International Sleeping Car Company, etc., by their system of coupon tickets. They will, however, serve as examples. Fares can be quoted upon application for any description of tour in Italy. Thus Italy can be entered at any frontier town and can be left by the same or any other frontier town, commencing and ending at any place in Europe by any route to meet the requirements of residents on the Continent as well as of English tourists who may be sojourning on the Continent and are desirous of making a fresh start. The time limit of these tickets is 60 days beyond Paris. When issued in London, by Boulogne or Calais, the time limit is 75 days, including the date of stamping in London. The time limit by other routes varies. The question of baggage is taken up under each route. These fares are subject to *change without notice*, but it is not likely that they will differ much, as the figures were accurate on December 11, 1909.

ROUTE I.

London, Paris, Dijon, Lyons, Avignon (or Clermont Ferrand, Nimes) (Cette), Marseilles, Toulon, Cannes, Nice, Monaco, Mentone, Vintimille; and one of the Italian tours, as shown below, to Modane. Thence Chambery, Culoz, Bourg (or Lyons), Macon, Dijon, Paris, London, or vice versa. (818.)

Going via South of France, returning via Mont Cenis.

Luggage—56 lbs. are allowed on English and French railways; in Italy and Switzerland all registered luggage must be paid for.

Vintimille, Genoa, Alessandria, Turin, Modane.

		£	s.	d.
Via Boulogne or Calais	1st Class	11	19	9
	2nd Class	8	15	7
Via Dieppe	1st Class	10	10	7
	2nd Class	7	13	3
Via Southampton	1st Class	10	1	1
	2nd Class	7	6	10

1302—Vintimille, San Remo, Savona, Genoa, Milan, Turin, Modane, or vice versa.

		£	s.	d.
Via Boulogne or Calais	1st Class	12	10	11
	2nd Class	9	3	6
Via Dieppe	1st Class	11	1	8
	2nd Class	8	1	1
Via Southampton	1st Class	10	12	3
	2nd Class	7	14	8

1303—Vintimille, San Remo, Savona, Genoa, Pisa (Leghorn), Empoli, Florence, Bologna, Venice, Verona, Milan, Turin, Modane, or vice versa.

Via Boulogne or Calais	1st Class	14	19	3
	2nd Class	10	13	1
Via Dieppe	1st Class	13	10	0
	2nd Class	9	10	8
Via Southampton	1st Class	13	0	7
	2nd Class	9	4	3

1304—Vintimille, San Remo, Savona, Genoa, Pisa (Leghorn), Civita Vecchia, Rome, Foligno (or Chiusi), Florence, Bologna, Venice, Padua, Verona, Milan, Turin, Modane, or vice versa.

Via Boulogne or Calais	1st Class	15	17	0
	2nd Class	11	5	3
Via Dieppe	1st Class	14	7	9
	2nd Class	10	2	10
Via Southampton	1st Class	13	18	4
	2nd Class	9	16	5

1305—Vintimille, San Remo, Savona, Genoa, Pisa (Leghorn), Civita Vecchia, Rome, Naples, Rome, Foligno (or Chiusi), Florence, Bologna, Venice, Padua, Verona, Milan, Turin, Modane, or vice versa.

Via Boulogne or Calais	1st Class	16	9	6
	2nd Class	11	13	7
Via Dieppe	1st Class	15	0	3
	2nd Class	10	11	1
Via Southampton	1st Class	14	10	10
	2nd Class	10	4	9

1306—Vintimille, San Remo, Savona, Genoa, Pisa, Empoli, Florence, Lucca, Pisa (Leghorn), Civita Vecchia, Rome, Naples, Foggia, Ancona, Bologna, Venice, Padua, Verona, Milan, Turin, Modane, or vice versa.

Via Boulogne or Calais	1st Class	16	13	10
	2nd Class	11	16	7
Via Dieppe	1st Class	15	4	7
	2nd Class	10	14	0
Via Southampton	1st Class	14	15	1
	2nd Class	10	7	8

1308d—Extension of 1305 to Sicily:—From Naples to Palermo, Catania, Messina, Reggio, Metaponto, Naples.

This extension must be decided upon at time of booking.

		£	s.	d.
Via Boulogne or Calais	1st Class	19	0	3
	2nd Class	13	6	4
Via Dieppe	1st Class	17	11	1
	2nd Class	12	3	10
Via Southampton	1st Class	17	1	7
	2nd Class	11	17	6

ROUTE III.

London, Paris, Dijon, Lyons, Avignon (or Clermont Ferrand, Nimes) (Cette), Marseilles, Toulon, Cannes, Nice, Monaco, Mentone, Vintimille; and one of the Italian tours as shown below, to Chiasso. Thence Bellinzona, Airolo, Goeschenen (for Andermatt), Fluelen, Arth Goldau (for the Rigi), Lucerne, Bale, Delle (or Mulhaus), Belfort, Troyes, Paris, London, or vice versa. (820.)

Going via South of France, returning via Chiasso and St. Gothard.

Luggage—56 lbs. are allowed on English and French railways; in Italy and Switzerland all registered luggage must be paid for.

1383—Vintimille, San Remo, Savona, Genoa, Turin, Novara, Milan, Chiasso, or vice versa.

		£	s.	d.
Via Boulogne or Calais	1st Class	12	17	5
	2nd Class	9	10	1
Via Dieppe	1st Class	11	8	1
	2nd Class	8	7	5
Via Southampton	1st Class	10	18	6
	2nd Class	8	1	1

1384—Vintimille, San Remo, Savona, Genoa, Spezia, Pisa (Leghorn), Empoli, Florence, Bologna, Placenza, Milan, Chiasso, or vice versa.

Via Boulogne or Calais	1st Class	14	1	0
	2nd Class	10	6	7
Via Dieppe	1st Class	12	11	8
	2nd Class	9	3	11
Via Southampton	1st Class	12	2	1
	2nd Class	8	17	7

1385—Vintimille, San Remo, Savona, Genoa, Pisa (Leghorn), Empoli, Florence, Bologna, Venice, Verona, Milan, Chiasso, or vice versa.

Via Boulogne or Calais	1st Class	14	16	2
	2nd Class	10	16	7
Via Dieppe	1st Class	13	6	10
	2nd Class	9	14	0
Via Southampton	1st Class	12	17	3
	2nd Class	9	7	7

1386—Vintimille, San Remo, Savona, Genoa, Pisa (Leghorn), Civita Vecchia, Rome, Foligno (or Chiusi), Florence, Bologna, Venice, Padua, Verona, Milan, Chiasso, or vice versa.

Via Boulogne or Calais	1st Class	16	1	8
	2nd Class	11	10	7
Via Dieppe	1st Class	14	12	4
	2nd Class	10	8	0
Via Southampton	1st Class	14	2	9
	2nd Class	10	1	7

ROUTE V.

London, Paris, Dijon, Lyons (or Clermont Ferrand, Vichy), or Macon, Culoz, Modane; any one of the Italian tours as shown below, to Chiasso. Thence Bellinzona, Airolo, Goeschenen (for Andermatt), Fluelen, Arth Goldau (for the Rigi), Lucerne, Bale, Delle (or Mulhaus), Belfort, Troyes, Paris, London, or vice versa. (822.)

Going via Mont Cenis, returning via Chiasso and St. Gothard.

Luggage 56 lbs. are allowed on English and French railways; in Italy and Switzerland all registered luggage must be paid for.

1392 Modane, Turin, Alessandria, Genoa, Spezia Pisa (Leghorn), Empoli, Florence, Bologna, Placenza, Milan, Chiasso, or vice versa.

		£	s.	d.
Via Boulogne or Calais	1st Class	13	13	3
	2nd Class	10	0	4
Via Dieppe	1st Class	12	3	10
	2nd Class	8	17	9
Via Southampton	1st Class	11	14	4
	2nd Class	8	11	4

1393—Modane, Turin, Alessandria, Genoa, Pisa (Leghorn), Empoli, Florence, Bologna, Venice, Verona, Milan, Chiasso, or vice versa.

Via Boulogne or Calais	1st Class	14	8	2
	2nd Class	10	7	10
Via Dieppe	1st Class	12	18	9
	2nd Class	9	5	3
Via Southampton	1st Class	12	9	3
	2nd Class	8	18	10

1394—Modane, Turin, Alessandria, Genoa, Pisa (Leghorn), Civita Vecchia, Rome, Foligno (or Chiusi), Florence, Bologna, Venice, P. lua, Verona, Milan, Chiasso, or vice versa.

Via Boulogne or Calais	1st Class	15	8	7
	2nd Class	11	0	8
Via Dieppe	1st Class	13	19	3
	2nd Class	9	18	1
Via Southampton	1st Class	13	9	8
	2nd Class	9	11	8

1395—Modane, Turin, Alessandria, Genoa, Pisa (Leghorn), Civita Vecchia, Rome, Naples, Rome, Foligno (or Chiusi), Florence, Bologna, Venice, Padua, Verona, Milan, Chiasso, or vice versa.

Via Boulogne or Calais	1st Class	16	1	1
	2nd Class	11	9	0
Via Dieppe	1st Class	14	11	8
	2nd Class	10	6	1
Via Southampton	1st Class	14	2	2
	2nd Class	10	0	0

1398d—Extension of 1395 to Sicily:—From Naples to Palermo, Catania, Mes-

sina, Reggio, Metaponto, Naples.

This extension must be decided upon at the time of booking.

		£	s.	d.
Via Boulogne or Calais	1st Class	18	13	9
	2nd Class	13	3	0
Via Dieppe	1st Class	17	4	5
	2nd Class	12	0	4
Via Southampton	1st Class	16	14	11
	2nd Class	11	14	0

SPAIN AND PORTUGAL

The following is a list of circular-tour trips through Spain and Portugal, entering both from the south and north. It is not probable that these rates will change, but it is possible that kilometrical or mileage tickets may change. Information on this subject can be had by addressing the International Sleeping Car Company, 281 Fifth Avenue, corner Thirtieth Street, New York City. It is not likely that the changes, if any, will be material.

ENTERING FROM THE SOUTH.

First Itinerary—Gibraltar, Algeciras, Ronda, Granada, Malaga, Jaen, Alcazar, Madrid, Toledo, Cordoba, Sevilla, Jerez, Cadiz, Bobadilla, Ronda, and back to Gibraltar, or vice versa. $47.35. Limit, 45 days. Distance, 2,431 kilometers.

Second Itinerary.—Gibraltar, Algeciras, Ronda, Granada, Malaga, Sevilla, Cordoba, Bobadilla, Ronda, and back to Gibraltar, or vice versa. $29.20. Limit, 35 days. Distance, 1,415 kilometers.

Third Itinerary.—Gibraltar, Algeciras, Ronda, Granada, Malaga, Jaen, Alcazar, Madrid, Toledo, Cordoba, Sevilla, Jerez, and Cadiz, or vice versa. $37.85. Limit, 40 days. Distance, 1,994 kilometers.

Fourth Itinerary.—Gibraltar, Algeciras, Ronda, Bobadilla, Granada, Malaga, Cordoba, Sevilla, Jerez, and Cadiz, or vice versa. $19.65. Limit, 25 days. Distance, 978 kilometers.

Fifth Itinerary.—Malaga, Bobadilla, Granada, La Roda, Marchena, Moron, Utrera, Jerez, Saniucar, Cadiz, Sevilla, Cordoba, Belmez, Almorchon, Badajoz (or Sevilla, Tocina, Merida, Badajoz), Ciudad Real, Manzanares, Cordoba, and Malaga, or vice versa. First class, $39.19. Limit, 45 days. Distance 2,416 kilometers.

ENTERING FROM THE NORTH.

Sixth Itinerary.—Frontier of Port-Bou-Cerbere, Barcelona, Zaragoza, Madrid, Medina del Campo, Valladolid, Burgos, Vitoria, San Sebastian, and frontier of Irun-Hendaya, or vice versa. First class, $24.15. Limit, 60 days. Distance, 1,521 kilometers.

Seventh Itinerary.—Frontier of Port-Bou-Cerbere, Barcelona, Tarragona, Valencia, Encina, Madrid, Medina del Campo, Valladolid, Burgos, Vitoria, San Sebastian and frontier of Irun-Hendaya, or vice versa. First class, $26.25. Limit, 60 days. Distance, 1,682 kilometers.

Eighth Itinerary.—Frontier of Port-Bou-Cerbere, Barcelona, Zaragoza, Madrid, Alcazar, Cordoba, Sevilla, Merida, Badajoz, Ciudad Real, Madrid, Medina del Campo, Valladolid, Burgos, Vitoria, San Sebastian, and the frontier of Irun-Hendaya, or vice versa. First class, $45.85. Limit, 90 days. Distance, 2,904 kilometers.

Ninth Itinerary.—Frontier of Port-Bou-Cerbere, Barcelona, Tarragona, Valencia, Encina, Alcazar, Cordoba, Sevilla, Merida, Badajoz, Ciudad Real, Madrid, Medina del Campo, Valladolid, Burgos, Vitoria, San Sebastian, and frontier of Irun-Hendaya, or vice versa. First class, $43.45. Limit, 90 days. Distance, 2,768 kilometers.

Tenth Itinerary.—Frontier of Port-Bou-Cerbere, Barcelona, Zaragoza, Madrid, Alcazar, Cordoba, Bobadilla, Granada, Malaga, La Roda, Utrera, Sevilla, Merida, Badajoz, Ciudad Real, Madrid, Medina del Campo, Valladolid, Burgos, Vitoria, San Sebastian, and frontier of Irun-Hendaya, or vice versa. First class, $57.00. Limit, 120 days. Distance, 3,455 kilometers.

Eleventh Itinerary.—Madrid, Avila o Segovia, Medina del Campo, Valladolid, Palencia, Leon, Coruna, Monforte, Orense, Pontevedra, Redondela, Vigo, Valenca do Minho, Oporto, Coimbra, Entroncamento, Lisboa, Valencia de Alcantara, Caceres, Talavera de la Reina, and Madrid, or vice versa. First class, $34.25. Limit, 60 days. Distance, 2,424 kilometers.

The above-named trips are for individual tickets permitting stop-overs at all points en route within limit.

They have been selected and arranged to afford the maximum of sight-seeing at a minimum cost.

Other trips will be planned if desired. Complete information given on request.

KILOMETRICAL OR MILEAGE TICKETS.

Special kilometrical or mileage tickets are issued, good on all the principal railways of Spain, at greatly reduced rates, as follows:

For 2,000 kilometers up to 12,000 kilometers.

Some of the rates for these books are as follows:

Kilometers	First Class	Second Class	
2,000	$33.22	$24.42	Good for 3 mo.
2,600	43.12	31.68	Good for 3 mo.
3,200	53.02	38.94	Good for 3 mo.
3,800	62.92	46.00	Good for 4 mo.
4,400	69.92	52.49	Good for 4 mo.
5,000	77.22	58.52	Good for 5 mo.
6,000	89.98	68.86	Good for 6 mo.
7,000	101.86	78.76	Good for 7 mo.
8,000	112.86	88.22	Good for 8 mo.
9,000	124.96	96.24	Good for 9 mo.
10,000	136.62	105.82	Good for 10 mo.
11,000	145.84	113.96	Good for 11 mo.
12,000	158.62	121.66	Good for 12 mo.

They are limited from three to twelve months, as shown above, and the books of 3,200 kilometers may be used for two, 3,800 for three, 4,400 for four and 5,000 and more for five members of the same family.

PERSONALLY-CONDUCTED TRIPS TO THE ORIENT

The following are spring tours to China and Japan, and a tour around the world by way of the Trans-Siberian Railway. As these tours will be started prior to the publication of this book they must be looked upon only as what can be offered in the way of a personally-conducted tour to the Orient and around the world.

TOURS TO EGYPT, THE NILE, AND HOLY LAND.

The fares for the following tours include all traveling expenses, of high-class character, and on a very liberal scale. Similar tours for 1911 will be offered probably at about the same rates. Consult the tourist agencies.

TOUR NO. 1.

Section I.—From New York on Wednesday, January 5, 1910, by White Star Line S. S. "Cedric." *Section II.*—From New York on Saturday, January 8, 1910, by Cunard Line S. S. "Caronia."

Route.—New York, Azores, Madeira, Gibraltar, Genoa, Naples, Alexandria, Cairo, *Three Weeks on the Nile*, Cairo, Port Said, Jaffa, Jerusalem, Bethlehem, Jericho, the Jordan, Dead Sea, Jaffa, Beyrout, Damascus, Baalbec, Beyrout, Rhodes, Smyrna, Constantinople, Piræus, Athens, Messina, Naples, New York or Boston.

Inclusive fare, S. S. "Cedric," $1,145; S. S. "Caronia," $1,130.

TOUR NO. 2.

Sailing from New York on Saturday, January 22, 1910, by Cunard Line Steamship "Carmania."

Route.—New York, Azores, Madeira, Gibraltar, Genoa, Naples, Alexandria, Cairo, *Three Weeks on the Nile*, Cairo, Port Said, Jaffa, Jerusalem, Bethlehem, Jordan, Dead Sea, Jaffa, Haifa, Nazareth, Tiberias, Capernaum, Damascus, Baalbec, Beyrout, Constantinople, Piræus, Athens, Naples, New York.

Inclusive fare, $1,245.

TOUR NO. 3.

Sailing from New York on Wednesday, February 2, 1910, by White Star Line Steamship "Celtic."

Route.—New York, Azores, Madeira, Gibraltar, Genoa, Naples, Alexandria, Cairo, *Three Weeks on the Nile*, Cairo, Port Said, Jaffa, *Twenty-seven Days' Tour in the Holy Land* (visiting Jerusalem, Bethlehem, Jordan, Jericho, Nazareth, Damascus, Baalbec, etc.), Beyrout, Rhodes, Smyrna, Constantinople, Athens, Catania, Naples, Gibraltar, New York or Boston.

Inclusive fare, $1,145.

TOUR NO. 4.

Sailing from New York on Saturday, February 19, 1910, by Cunard Line Steamship "Caronia."

Route.—New York, Azores, Madeira, Gibraltar, Genoa, Naples, Alexandria, Cairo, *The Nile to Assuan and Return*, Port Said, Jaffa, *Twenty-seven Days' Tour in the Holy Land* (visiting Jerusalem, Bethlehem, Jordan, Jericho, Nazareth, Damascus, Baalbec, etc.), Beyrout, Rhodes, Smyrna, Constantinople, Athens, Catania, Naples, New York.

Inclusive fare, $1,050.

TOUR NO. 5.

Sailing from New York on Saturday, February 19, 1910, by Cunard Line Steamship "Caronia."

Route.—New York, Azores, Madeira, Gibraltar, Genoa, Naples, Alexandria, Cairo, the Nile to Luxor and return to Cairo, Port Said, Jaffa, Jerusalem, Bethlehem, Dead Sea, Jordan, Jaffa, Alexandria, Smyrna, Constantinople, Piræus, Athens, Patras, Corfu, Brindisi, Naples, New York.

Inclusive fare, $825.

TOUR NO. 6.

Sailing from New York on Saturday, March 5, 1910, by Cunard Line Steamship "Carmania."

Route.—New York, Azores, Madeira, Gibraltar, Genoa, Naples, Alexandria, Cairo, Port Said, Jaffa, Jerusalem, Bethlehem, Dead Sea, Jordan, Jaffa, Alexandria, Smyrna, Constantinople, Athens, Corfu, Brindisi, Naples, New York.

Inclusive fare, $795.

WINTER TOURS TO ITALY, THE RIVIERA, TANGIER, SPAIN, ETC.

Select Conducted Parties. All Expenses Included.

TOUR NO. 7.

Leave New York on Wednesday, January 5, 1910, by White Star Line Steamship "Cedric."

Route.—New York, Azores, Madeira, Gibraltar, Genoa, Nice, Monte Carlo, Cannes, Genoa, Milan, Venice, Florence, Rome, Naples (Pompeii, Vesuvius, Capri), New York.

Arrive at New York Monday, February 28, 1910.

Tour of 55 days, $435.

TOUR NO. 8.

Leave New York on Saturday, January 22, 1910, by Cunard Line Turbine Steamship "Carmania."

Route.—New York, Azores, Madeira, Genoa, Naples (Pompeii, Vesuvius), Rome, Florence, Venice, Milan, Genoa, Nice, Monte Carlo, Paris, Boulogne, Folkestone, London, New York.

Arrive at New York, Monday, March 21, 1910.

Tour of 59 days, $475.

TOUR NO. 9.

Leave New York on Saturday, February 12, 1910, by North German Lloyd Steamship "König Albert," or from Boston on the same date, by White Star Line Steamship "Canopic."

Route.—New York, Gibraltar, Algiers, Naples (or Boston, Azores, Gibraltar, Algiers, Naples) (Pompeii, Vesuvius) Rome, Florence, Venice, Milan, Genoa, Nice, Monte Carlo, Paris, Boulogne, Folkestone, London, New York.

Arrive New York, Monday, April 4, 1910.

Tour of 52 days by S. S. "König Albert," $465; tour of 52 days by S. S. "Canopic," $460.

TOUR NO. 10.

Leave New York on Saturday, March 5, 1910, by Cunard Line Steamship "Carmania."

Route.—New York, Azores, Madeira, Gibraltar, Genoa, Naples (Pompeii, Vesuvius), Rome, Florence, Venice, Milan, Genoa, Nice, Monte Carlo, Paris, Boulogne, Folkestone, London, New York.

Arrive at New York Monday, April 25, 1910.

Tour of 52 days, $460.

TOUR NO. 11.

Leave Boston on Saturday, March 12, 1910, by White Star Line Steamship "Cretic."

Route.—Boston, Azores, Madeira, Gibraltar, Tangier, Cadiz, Seville, Cordova, Granada (the Alhambra), Gibraltar, Naples (Pompeii, Vesuvius), Rome, Florence, Venice, Milan, Genoa, Nice, Monte Carlo, Paris, Boulogne, Folkestone, London, New York.

Arrive at New York Monday, May 6, 1910.

Tour of 66 days, $565.

TOUR NO. 12.

Leave New York on Saturday, March 26, 1910, by North German Lloyd Steamship "König Albert" and from Boston by White Star Line Steamship "Canopic" on Thursday, March 24, 1910.

Route.—New York, Algiers (or Boston, Azores, Madeira, Gibraltar, Algiers), Naples (Pompeii, Vesuvius), Rome, Florence, Venice, Milan, Genoa, Nice, Monte Carlo, Paris, Boulogne, Folkestone, London, New York.

Arrive at New York Monday, May 6, 1910.

Tour of 52 days by S. S. "König Albert," $465; tour of 54 days by S. S. "Canopic," $470.

TOUR 14. CHINA, INCLUDING MANCHURIA, KOREA AND JAPAN.

Sail from San Francisco on Tuesday, February 15, 1910, by the Toyo Kisen Kaisha turbine steamship "Chiyo Maru."

Route.—San Francisco, Honolulu, Yokohama, Kobe, the Inland Sea, Nagasaki, Hong Kong (Canton, Macao, etc.), Shanghai, Hankow, Peking, Shanhaikwan, Newchwang, Dalny, Port Arthur, Chemulpo, Seoul, Fusan, Shimonoseki, Miyajima, Onomichi, Kobe, Hyogo, Osaka, Kyoto, Nara, Yamada in Ise, Nagoya, Shidzuoka, Miyanoshita, Tokyo, Nikko, Yokohama (Enoshima, Kamakura, etc.), Honolulu, San Francisco.

Due to arrive San Francisco Friday, June 17, 1910.

Cost of membership, $1,225.

TOUR 15. CHINA AND JAPAN.

Sail from San Francisco on Tuesday, February 15, 1910, by Toyo Kisen Kaisha turbine steamship "Chiyo Maru."

Route.—Honolulu, Yokohama, the Inland Sea, Nagasaki, Shanghai, Hong Kong (Canton, Macao, etc.), Shanghai, Nagasaki, Kobe, Miyajima, Osaka, Kyoto, Nara, Yamada in Ise, Futami, Nagoya, Shidzuoka, Miyanoshita, Tokyo, Nikko, Yokohama, Honolulu, San Francisco.

Due to arrive San Francisco Friday, May 20, 1910.

Cost of membership, $875.

TOUR 16. JAPAN.

Sail from San Francisco on Tuesday, March 8, 1910, by the Pacific Mail Steamship Company's steamship "Mongolia."

Route.—San Francisco, Honolulu, Yokahama, Kobe, Miyajima, Osaka, Kyoto, Nara, Yamada in Ise, Futami, Nagoya, Shidzuoka, Miyanoshita, Tokyo, Nikko, Yokohama, Honolulu, San Francisco.

Due to arrive San Francisco Friday, May 20, 1910.

Cost of membership, $700.

TOUR 17. A NEW WAY AROUND THE WORLD.

BY THE TRANS-SIBERIAN RAILWAY.

Sail from San Francisco on Tuesday, March 8, 1910, by the Pacific Mail Steamship Company's steamship "Mongolia."

Route.—San Francisco, Honolulu, Yokohama, Kobe, Hyogo, Osaka, Kyoto, Yamada in Ise, Futami, Nagoya, Shidzuoka, Miyanoshita, Tokyo, Nikko, Yokohama, Onomichi, the Inland Sea, Miyajima, Shimonoseki, Fusan, Seoul, Nagasaki, Manila (Philippines), Hong Kong (Canton, Macao), Shanghai, Hankow, Peking, Tientsin, Shanghaikwan, Newchwang, Dalny, Port Arthur, Mukden, Kwanchengtzu, Harbin, across Siberia to Irkutsk, Moscow, St. Petersburg, Warsaw, Berlin, Hamburg, New York.

Due to arrive at New York Saturday, July 23, 1910.

Cost of membership, $1,985.

EGYPTIAN TOURS—GERMAN SERVICE

DESCRIPTION OF 20 DAYS' NILE TRIP

1st day—Leave Kasr-el-Nil Bridge, Cairo, at 10 a. m. Visit to Memphis and Sakhara during afternoon.

2d " —Pass Pyramid of Meydoom and Beni Sooef.

3d " —Excursions to Tombs at Beni Hassan.

4th day—Arrive Assiout.
5th " —Visit to places of interest in and around Assiout.
6th " —Sail to Denderah.
7th " —Excursion to the wonderfully preserved Temple of Denderah
8th " } Will be spent visiting the highly
9th " } interesting Temples and Tombs
10th " } clustering in and around Luxor.
11th " —Excursion to the Temple at Edfou.
12th " —Arrive at Assouan early afternoon.
13th " —Visit the famous Island of Philae, with its numerous archæological treasures, and to the Cataract
14th " —Excursion to the Tombs at Assouan.
15th " —The Temple of Esneh will be visited, afternoon at Luxor.
16th " —Sail to Baliana.
17th " —Excursion to the Temples of Seti and Rameses II. at Abydos.
18th " —Short stay at Assiout.
19th " —Sail to Minieh.
20th " —Arrive Cairo.

The Cook Company also have a fine line of Steamers and they issue special programmes which can be supplied by the New York Office, Thos. Cook & Son, 245 Broadway, New York City.

ROUND THE WORLD TOURS.

Tickets around the world are issued by the Peninsular & Oriental Steamship Company's New York office, 281 Fifth Avenue, at the following terms:

Tour One.

Across the Atlantic by any trans-Atlantic line to London; from London to Hong Kong via Gibraltar, Marseilles, Port Said, Suez, Aden, Colombo, Penang, and Singapore by P. & O. S. N. Company; from Hong Kong to Vancouver via Shanghai, Nagasaki, Kobe, and Yokohama by Canadian Pacific Royal Mail Steamship Line; from Vancouver to New York via Montreal or Minneapolis and Chicago, $610.00.

Tour Two.

Same as above except that Pacific Mail Steamship Company, or Occidental & Oriental Steamship Company, or Toyo Kisen Kaisha steamers are used between Hong Kong and San Francisco via Honolulu, and any transcontinental line except the Canadian Pacific between San Francisco and New York, $610.00.

Tour Three.

Same as above, except that Great Northern Steamship Company is used between Hong Kong and Seattle via Shanghai, Nagasaki, Kobe, and Yokohama, and from Seattle to New York via any transcontinental line, $610.00.

Tour Four.

Same as above, except that the Boston Steamship Company or the Nippon Yusen Kaisha is used between Hong Kong and Seattle via Shanghai, Nagasaki, Kobe, and Yokohama; Seattle to New York via any transcontinental line, $580.00.

Tour Five.

Choice of trans-Atlantic steamship lines New York to London: P. & O., London to Sydney via Gibraltar, Marseilles, Port Said, Aden, Colombo, Fremantle, Adelaide, and Melbourne; China Navigation Company, Eastern & Australian Company, or Nippon Yusen Kaisha from Sydney to Hong Kong via the Torres Straits and Queensland Ports; Canadian Pacific Company's Royal Mail Steamship Line, Hong Kong to Vancouver via Shanghai, Nagasaki, Kobe, and Yokohama; Vancouver to New York via Montreal or Minneapolis and Chicago, $764.00.

Tour Six.

Same as above, except that the Pacific Mail Steamship Company, Occidental & Oriental Steamship Company, or the Toyo Kisen Kaisha is used between Hong Kong and San Francisco, and any transcontinental line except the Canadian Pacific between San Francisco and New York, $764.00.

Tour Seven.

Same as above, except that the Great Northern Steamship Company is used between Hong Kong and Seattle, and any transcontinental railroad between Seattle and New York, $764.00.

Tour Eight.

Same as above, except that the Boston Steamship Company or the Nippon Yusen Kaisha is used between Hong Kong and Seattle via Shanghai, Nagasaki, Kobe, and Yokohama, and any transcontinental railroad between Seattle and New York, $734.00.

Tour Nine.

Choice of trans-Atlantic lines New York to London; P. & O., London to Sydney via Gibraltar, Marseilles, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide, and Melbourne; Canadian Australian Royal Mail Steamship Line, Sydney to Vancouver via Brisbane, Suva (Fiji Islands), and Honolulu; Vancouver to New York via Montreal or Minneapolis and Chicago, $632.70.

Tour Ten.

Same as above, except that the Oceanic Steamship Company is used between Sydney and San Francisco via Auckland, Samoa, and Honolulu, and any transcontinental line except the Canadian Pacific from San Francisco to New York, $632.70.

Tour Eleven.

Choice of trans-Atlantic steamship lines New York to London; P. & O. London to Hong Kong via Gibraltar, Marseilles, Port Said, Suez, Aden, Colombo, Penang, Singapore; Hong Kong to Sydney via China Navigation Company, Eastern & Australian S. N. Company, or Nippon Yusen Kaisha; Oceanic Steamship Company, Sydney to Sa-

Francisco via Auckland, Samoa, and Honolulu; San Francisco to New York via any transcontinental line except the Canadian Pacific, $800.00.

Tour Twelve.

Choice of trans-Atlantic lines New York to London; P. & O., London to Sydney via Gibraltar, Marseilles, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide, and Melbourne; Oceanic Steamship Company, Sydney to Auckland; Union Steamship Company, Auckland to Tahiti; Oceanic Steamship Company, Tahiti to San Francisco; any transcontinental line except the Canadian Pacific, San Francisco to New York, $695.00.

Variations on Extra Payments.

Passengers from London to Sydney or Hong Kong can proceed via India on payment of an additional sum of $48.60, covering passage from Aden to Bombay, and thence to Colombo, or from Calcutta to Colombo, but will have to pay their own railroad fare across India from Bombay to Calcutta if they take that route. The overland journey across India, which can be included in a round the world tour at the time of securing ticket, costs $29.20 by direct route between Bombay and Calcutta, Allahabad, Jubbulpore, or $45.00 via Northwest Provinces, that is, via Ahemedabad, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares.

If passengers provide their own transportation from London to Gibraltar, Marseilles, or Brindisi, an allowance of $19.50 will be made from the fares quoted above. The same reduction will apply if passengers travel between America and Europe via the Mediterranean services of the trans-Atlantic steamship lines.

A further allowance of $19.80 will be made if passengers do not join P. & O. steamer before Port Said, or leave it at that port.

Around the world tickets entitle the holders to $100 accommodations on trans-Atlantic steamers and to the best accommodations vacant at the time of application for same on the P. & O. boats.

Round the world tickets are good for two years from the date of issue and enable passengers to stop over at any point en route within the limit of validity.

In addition to the above a great many side trips can be arranged for.

The above tours can also be reversed.

Naples.—By all means spend the night at Pompeii. Hotels are cheap and good. Vesuvius can be visited by horseback from Pompeii. About 10 to 12 francs should be allowed for the excursion. Not recommended for ladies, as the trip up the cone after the horses are left is arduous, and the return trip is bad for shoe leather and stockings.

The relationship existing between East Anglia and New England is preeminently that of members of the same race and blood. The pioneer settlers commemorated their love of their native East Anglia by giving the local place names of their old homes to the new settlements in New England which they founded. Among the names of cities, towns and villages in New England States, the following have been adopted from places in East Anglia, now served by the Great Eastern Railway Company of England:

New England—adopted from East Anglia

Norwich (Conn.)	Norwich.
Cambridge (Mass., Me., Vt. and N. H.)	Cambridge.
Lynn (Mass.)	Lynn.
Ipswich (Mass.)	Ipswich.
Ipswich River (Mass.)	Ipswich River (Orwell).
Woodbridge (Conn.)	Woodbridge.
Harwich (Mass.)	Harwich.
Harwich Port (Mass.)	Harwich Port.
Colchester (Vt. and Conn.)	Colchester.
Chelmsford (Mass.)	Chelmsford
Yarmouth (Mass.)	Yarmouth.
Sudbury (Mass.)	Sudbury.
Groton (Mass., Conn., Vt. and N. H.)	Groton (book to Sudbury).
Framingham (Mass.)	Framingham.
Newmarket (N. H.)	Newmarket.
Cavendish (Vt.)	Cavendish.
Needham (Mass.)	Needham.
Wells (Vt. and Me.)	Wells.
Burnham (Me.)	Burnham.
Brandon (Vt.)	Brandon.
Thetford (Vt.)	Thetford.
Attleboro (Mass.)	Attleboro.
Braintree (Mass. and Vt.)	Braintree.
Malden (Mass.)	Malden.

Dover Harbor.—The new Dover Harbor, covering at low water an area of 690 acres and costing £3,500,000 for its construction, was opened by the Prince of Wales on October 15. The docks have been in course of construction for 11 years. The western arm of the harbor has been increased in length from 2,000 ft. to 4,000 ft., and an eastern arm constructed measuring 2,924 ft. A southern breakwater 4,212 ft. long, with the two arms, encircles the harbor. There are two openings, on the east into the naval harbor, and on the west alongside the Admiralty Pier. The harbor has required 63,000 concrete blocks each weighing from 25 to 41 tons for the two arms and the breakwater, and 5,000 more as an apron to protect the new works on the outside. Many thousands of tons of Cornish granite have also been used. It is expected that Dover Harbor will become a port of call for many ocean going vessels.

In the heart of Alpland, the Bernese Oberland has long been a favorite place of resort and the Jungfrau draws its thousands. The fashionable season in the Oberland lasts from April until October, but the region is attractive all the year round. There is not a time in the whole year when flowers cannot be gathered at some elevation.

HOTELS

In odd, out-of-the-way places, do not ask for food or accommodations which are unknown to the hotels, as this often causes the hotel proprietors much trouble and results in a serious increase in the expenses for the traveler. Thus the writer asked for chocolate some years ago at a hotel in Assisi, and the proprietor was obliged to send all over town before the chocolate could be purchased, so there is little wonder that 1 franc, 75 centimes (35 cents) was charged on the bill. On the Continent you furnish your own soap.

As far as possible always write or telegraph ahead for your room, except in very unfrequented places. Nothing is more disappointing than to have to drive around for an hour or so in a cab, looking for accommodations which are often only secured at second-class hotels.

The question of fees in hotels offers more of a problem than on the steamer. Head waiters should receive a shilling or a mark where a stay of a single day is made, for one or two persons. A chambermaid should receive a franc or a mark for the same period. The porter should receive compensation according to the services performed. A franc or a mark should be sufficient for one or two persons. Other servants, such as a "boots," expect small remunerations. Twenty-five centimes or twenty pfennigs should be sufficient. In some hotels, particularly in Germany, when a visitor is leaving, the porter rings a bell and summons the whole retinue of servants, most of whom the visitor has never seen. In cases of this kind a hasty retreat should be made, as if all were to be accommodated, the European tour would be very much curtailed. In general the hotel servants who need to be feed are the porter, the head waiter, the chambermaid, and possibly the waiter who has actually waited on you, if his services have called for special commendation. A nice way of tipping is to tell the servants that you have "remembered them at the office." They are always grateful. Ask the proprietor to distribute 7 to 10 per cent. of your bill; 7 per cent. if the bill is large, 10 per cent. if small.

Incoming travelers should turn over their baggage to uniformed porters representing the hotel at which they are to stop. The charge for accommodations in the hotel 'bus is practically uniform, but in some cases the 'buses are owned by private persons and payment must be made on alighting, but usually the cost is charged on the bill.

The porter of the hotel is a very important personage. He takes care of the coming and going of guests, and is a mine of useful information. He should be feed at the rate of a franc to a franc and a half a day in France, or a mark a day in Germany. They are particularly expert in working out itineraries for travelers. They are also in a position to see that baggage is properly placed on the trains.

The porters in the hotels abroad place labels on trunks, handbags, etc., and often use considerable skill in displaying them so as not to efface the labels of other hotels. The baggage, when it lands at New York or other ports, presents a parti-colored and gala appearance. It is customary to ask the porter for additional labels, in order that new suit-cases and new trunks may be "treated" after the old labels have fallen into disrepair. One concern in the United States advertises to send ten *bona fide* labels for one dollar, in order that those who stay at home may also have decorated traveling paraphernalia. This seems hardly fair, however.

HOTELS IN ENGLAND

The following remarks are based on personal experience. It will not be subscribed to by the Englishman who has a fondness for the cuisine of the United Kingdom.

The food at hotels in England is apt to be cooked and served in a way which is distasteful to the American traveler who is used to better things: the bread particularly is apt to be bad, and it is almost impossible in England to obtain a good cup of coffee. The best coffee in the world can be spoiled by an English cook. Their tea is very much better and should be used freely by those who care for this beverage

Many experienced travelers carry small French coffee machines and make coffee on the table. The proper conveniences would be provided in any hotel for this. The traveler should carry a small can of paprika, as this can rarely be obtained except in London, and gives an added zest to the usually unseasoned English food. At pretentious hotels an attempt is made to serve a French table d'hote dinner, usually at an absurdly expensive price, say four or five shillings. The cooking is apt to be no better than can be obtained in the smaller hotels. Often a better meal can be obtained at the best restaurant in a town than at the best hotel. One gets used to the food in England after a few days, but there is apt to be a shock after coming off the steamer with its splendid cuisine and unlimited raw materials. When the Continent is reached the traveler is apt to give a sigh of relief, as the food question has been solved. In London good food can be obtained at all of the best hotels and at the various Italian restaurants, also at special restaurants which are noted in the section relating to London. Inns in the small Cathedral towns are apt to be particularly deadly as regards the food question. The charges are high and the food is bad and the service is almost beyond belief. In summer when travel is heavy, particularly in the Lake districts of Scotland, etc., rooms should be engaged by telegram, using a nine-penny prepaid message for the purpose, so that the traveler can be informed if there is no accommodations; if he does not receive a wire he may assume that he can be put up. The average price for a room in a country inn or hotel is from two to three and one-half shillings, with often an extra charge for light and attendance, which you do not get, often amounting to 1/6; while the baggage usually comes to about 1/6 to 2/6; while the dinner costs 3 to 5 shillings. Servants have to be given fees whether their services have been meritorious or indifferent. Chambermaids should receive one shilling; the waiter should get about 10 per cent. of the amount of the bill, but where this is small, the percentage will be slightly increased, owing to the peculiarity of English money; thus, instead of a fee of ten cents, a fee of six pence, or twelve cents, must be given. The "boots" receives six pence for bringing up baggage and taking it down, and three pence for his services a bootblack will be ample. The porter, or portier, should not be confused with the ordinary porter of baggage, this function being usurped by the "boots." He is a very useful person and can give much valuable information as to trains, sight-seeing, costs of conveyances, etc. He should receive a shilling a day.

If your room is cold at an English inn order a foot-warmer—an abomination made of Doulton stoneware—a jar filled with hot water. Be sure the stopper is tight before taking it to bed. It takes a hardy traveler to stop in a cathedral town like Wells in winter. The writer reached Wells from Bath late in the evening and repaired to the ——— hotel. No room with a fire was available, and with chattering teeth he dressed and descended to the so-called office and begged one of these abominations which leaked. A heavy cold was the penalty. Do not cut out Wells, but do not pass the night there except in summer, and bring everything for wet weather.

SWISS HOTELS

The Hotels of Switzerland, Lake Constance; Italian lakes and Chamounix is a most valuable book, which is issued by the Swiss Society of Hotel Proprietors. It can be obtained gratis on the steamers and agencies of many of the trans-Atlantic lines, also at Swiss Consulates all over the world, and all offices of the Swiss Federal Railway, which office in New York City is located at 241 Fifth Avenue. The postage should be included in asking for this book, for which no charge is made. It is issued in the interests of the hotel proprietors, and a careful perusal of it will do away to a large extent with the complaints of overcharges, of which we hear quite a little each year. There is an illustration of each hotel, there is concise information as to the number of beds, the accommodations of various kinds, and the prices at various seasons of the year, both for rooms and meals, and board and lodging, also rates for servants and children. There are 222 pages in the book. Hotels charging less than five francs a day are not found in the book, as they are mostly frequented by local inhabitants, and hotels of this grade are not appreciated by the foreigners. It should be remembered that the Swiss season is a very short one and that there is an enormous influx of visitors who occupy every spare bed in the hotels.

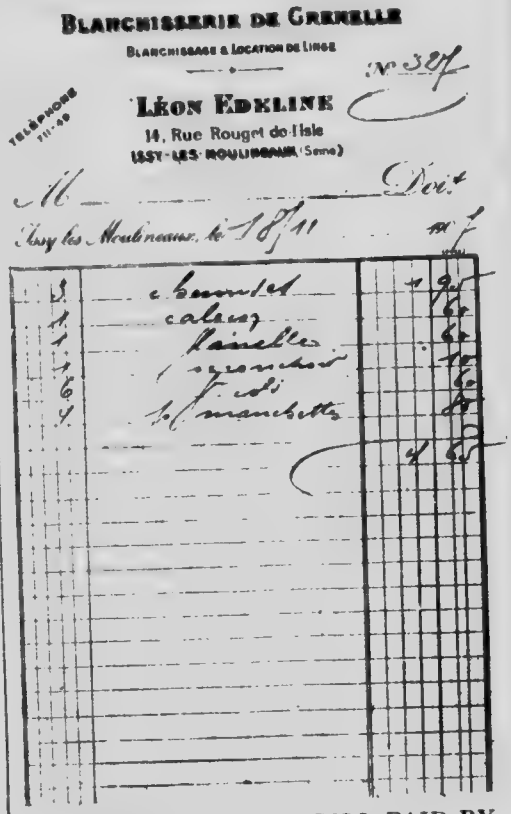
It is therefore necessary to order rooms several days in advance in order to make certain of securing the same. Do not order rooms by telephone; use a telegram or preferably the mail, accompanied by a post office money order for five francs per bed, giving the following information. State: (1) The number of rooms desired; (2) whether single or double bedded rooms; (3) the floor; (4) the day and time of arrival; (5) if the stay is to be prolonged more than one night or several days; a change in plan, however, does not render this binding; (6) the exact address of the person ordering the rooms. In case the person ordering the rooms is prevented from occupying them, the order should be immediately canceled by telegram. If there is delay in arrival and the proprietor is not informed, he is entitled to the price for the reserved room in question. Due notice of departure is of as much interest to the visitor as to the proprietor. If the latter is prevented from letting a room by delay in departure, he is only acting in a business-like manner if he charges for the room for the following night. The same rule applies when rooms are ordered for an early hour in the morning, and must consequently be kept vacant in order to provide accommodations for the visitor who comes in the early morning. There is often an increase in the charge for rooms if the visitor does not take his meals at the hotel; this question should be discussed when making the bargain for rooms. As in hotels in other lands, valuables should be deposited with the proprietor to be placed in the safe at night. Registered letters are difficult of delivery in Switzerland unless the visitor has a passport or some excellent means of identification, such as a letter of credit.

LAUNDRY

Laundry work can be done at short notice anywhere in Europe. If necessary, soiled garments will be called for and delivered the same day. Most of the large hotels have their own laundries.

Laundry in England is about as bad as the food; the clothes are apt to come back only fairly clean and their life is very much shortened after being entrusted to an English laundry for a short time.

The following laundry list is one furnished by a modern steam laundry in New York City. Various items relating to household linens, such as towels, tablecloths, etc., have, of course, been omitted. The same numbers occur in the French, German and Italian lists as in the English list. It is thought that with the aid of these tables much inconvenience may be obviated.


BLANCHISSERIE DE GRENELLE
BLANCHISSAGE & LOCATION DE LINGE
N° 327
TÉLÉPHONE 711-49
LÉON EDELINE
14, Rue Rouget de l'Isle
ISSY-LES-MOULINEAUX (Seine)
M _____ Doit
Issy les Moulineaux, le 18/11 _____ 1907

3	chemises	1	95
1	caleçons		60
1	flanelles		60
1	[illegible]		10
6	[illegible]		60
4	[illegible] manchettes		80
		4	65

A FRENCH LAUNDRY BILL PAID BY THE HOTEL AND CHARGED

Perhaps the first theatrical performance on a transatlantic liner was given during a recent voyage of the "Laurentic" from Liverpool. There were but eighty first-class passengers, so that it was decided to give a theatrical performance instead of the regular concert—a one-act sketch called "Hogmany," a play which does not require any change of scenery, and which is quite a favorite among amateurs. The landing of the lower promenade deck was utilized as a stage, and the audience sat on the wide companionway steps between the upper and lower promenade decks, thus making a picture which was suggestive of an ancient amphitheater. The scene was laid in a flat in Bloomsbury, London, and the comedy which was in the hands of professionals was very realistic. An attempt was recently made to put on a play on another vessel, but the sea was so rough that the actors were all seasick.

LAUNDRY LIST

English

GENTLEMEN'S LIST.

1 Collars
2 Cuffs
3 Shirts, plain
4 " pleated
5 " pleated without cuffs
6 " with cuffs
7 " with collar and cuffs
8 Undershirts
9 " Wool
10 Nightshirts
11 " Wool
12 Pajamas
13 Drawers
14 " Woolen
15 Handkerchiefs
16 Silk Handkerchiefs
17 Neckties
18 Socks, per pair
19 Coats
20 Vests
21 Pants
22 Bands

LADIES' LIST.

23 Chemisettes
24 Collarettes
25 Handkerchiefs
26 Hose
27 Undershirts
28 Corset Covers
29 Shirt Waists
30 Sacques
31 Aprons
32 Chemise
33 Drawers
34 " Flannel
35 Night Dresses
36 Skirts Pique
37 " Flannel
38 Underskirts
39 Kimonos
40 Wrappers
41 Dresses
42 Babies' Caps
43 Children's Blankets
44 Boys' Waists
45 Children's Dresses

French

LINGE D'HOMME

1 Cols
2 Manchettes
3 Chemises, simples
4 " plissées
5 " plissées sans manchettes
6 " avec manchettes
7 " avec col et manchettes
8 Tricots
9 " en laine
10 Chemises de nuit
11 " " en laine
12 Pajamas
13 Caleçons
14 " en laine
15 Mouchoirs
16 Mouchoirs de soie
17 Cravates
18 Chaussettes, la paire
19 Vestes
20 Gilets
21 Pantalons
22 Bandes

LINGE DE FEMME

23 Chemisettes
24 Collerettes
25 Mouchoirs
26 Bas
27 Tricots
28 Cache-Corsets
29 Camisoles
30 Matinées
31 Tabliers
32 Chemises
33 Pantalons
34 Pantalons en flanelle
35 Robes de nuit
36 Jupes, piqué
37 " flanelle
38 Jupons
39 Kimonos
40 Peignoirs—Robes
41 Costumes
42 Bonnets d'enfant
43 Couvertures
44 Complet en tricot
45 Blouses de garçon

Italian

LISTA PER GLI UOMINI.

1 Colletti
2 Polsini
3 Camice lisce
4 " piegolinate
5 " " senza polsini
6 " con polsini
7 " con colletti e polsini
8 Maglie
9 " di lana
10 Camice da notte
11 " di lana
12 Pajamas
13 Mutande
14 " di lana
15 Fazzoletti
16 " di seta
17 Cravatte
18 Calzettini per paio
19 Giacche
20 Panciotti
21 Calzoni
22 Fasce

LISTA PER LE SIGNORE.

23 Lamicette
24 Collaretti
25 Fazzoletti
26 Calze
27 Maglie
28 Copribusto
29 Camicette
30 Sachetti
31 Grembiali
32 Camiscie
33 Mutande
34 " di flanella
35 Costumi da notte
36 Gonne di piqué
37 " di flanella
38 Sottane
39 Kimonos
40 Abiti da camera
41 Abiti
42 Accapatoi
43 Cuffie da bambini
44 Coperte
45 Camicette per ragazzi

German

HERREN.

1 Kragen
2 Manschetten
3 Hemden, einfache
4 " mit Falten
5 " mit Falten, ohne Manschetten
6 " mit Manschetten
7 " mit Kragen & Mansch.
8 Unterhemden
9 Wollenunterhemden
10 Nachthemden
11 Wollene Nachthemden
12 Nachtkleider (Pajamas)
13 Unterbeinkleider
14 Wollene Unterbeinkleider
15 Taschentücher
16 Seidentaschentücher
17 Halsbinden
18 Socken, das Paar
19 Röcke
20 Westen
21 Beinkleider
22 Binden

DAMEN.

23 Chemisetten
24 Kragen
25 Taschentücher
26 Strümpfe
27 Unterhemden
28 Corsetschoner
29 Waschblusen
30 Hausjacken
31 Schürzen
32 Hemden
33 Beinkleider
34 Flannel-Beinkleider
35 Nachthemden
36 Piqueröcke
37 Flannelunterröcke
38 Unterröcke
39 Kimonos
40 Morgenröcke
41 Kleider
42 Kinderhäubchen
43 Kinderdecken
44 Knabenblusen
45 Kinderkleider

Dejeuné

Marque _____

HOTEL CONTINENTAL

NOTE DE LINGE *remis au blanchissage le* 18 9bre *pour N.* _____
pour être rendu le Demain 11 heures

N: 397

NOMBRE de PIÈCES	LINGE D'HOMME	PRIX	NOMBRE de PIÈCES	LINGE DE FEMME	PRIX	NOMBRE de PIÈCES	LINGE D'ENFANT	PRIX
4	Chem flan	75						
2	Chemises flanelle	60		Chemises			Chemises garçonnet.	
	de nuit.						— fillette	
	— de soie			Robes de nuit			— bébé	
	de flanelle							
	Plastrons flanelle			Jupons			Chemises de nuit	
	Devants de chemise.							
1	Caleçons des	60		Jupons de Flanelle			Pantalons	
	— flanelle							
	— de soie			Balayeuses			Pantalons flanelle	
1	Flanelles	60		Pantalons			à corsage	
	de soie			Pantalons à corsage				
1	Mouchoirs	10		— laine			Robes	
	Foulards			flanelle				
6	Faux-Cols	10		Camisoles			Corsets	
	Cravates						Canezous	
4	Manchettes (Paires)	2		Corsages				
	Gants —			Flanelles			Flanelles	
	Guêtres —			— soie			Langes de flanelle	
	Bas de coton —			Corsets			— de piqué	
	— de laine —			Peignoirs			Serviettes	
	— de soie —			Mouchoirs			Pèlerines	
	Chaussettes coton —						Cols	
	— laine —			Foulards			Manches	
	— soie —			Cols			Mouchoirs	
	Bonnets de coton			Cravates			Tabliers	
	Pantalons de toile			Petits cols				
	de drap			Manches (Paires)				
	Gilets blancs de toile			Manchettes —			Jupons	
	— de drap			Bas de coton —				
	Bords de gilets			— laine —				
	Paletots toile			— soie —			Bonnets	
	— drap			Fichus				
	Vestes flanelle			Corps de fichus			Bas (Paires)	
	Ceintures			Bonnets nuit			Bavettes	
	Robes de chambre			— jour			Blouses	
	Serviettes			Serviettes			Vestes	
	Draps			Tabliers de femme de				
	Toies			chambre			16	
				Sacs				

FRENCH LIST OF LAUNDRY TAKEN AWAY

PART II

LIST OF 2,000 HOTELS

No list of hotels can be given which can be absolutely relied upon as being accurate for any great length of time. We have, however, before us, and reprint, a list of hotels dated December 23, 1909, which was issued by a leading tourist agency as being the names of first class hotels. This list "A" may be considered to be of quite some value, as practically all the hotels seem to be well spoken of in guide books, such as Baedeker, etc. These hotels accept the coupons of the largest tourist agency (see page 383) at a uniform rate of $2.60 for rooms and *all* meals or coupons to the value of $2.00 for rooms, light, service, plain breakfast dinner, $2.15 for meat breakfast. In the subsequent editions of this book it is hoped that lists of hotels compiled on an entirely new plan may be included. Hotels marked "V" provi[illegible] full board for $4.00 per day, hotels marked "W" $3.00 per day.

We also append a list of hotels "B," in England, Scotland, Ireland, North of England, Isle of Man, and English Lake districts. This list was obtained from the same source and is believed to be reliable.

We also include another list of hotels "R," where the scale of charges is lower. Where instead of the expense being about thirteen francs a day, the expense is about nine and a quarter francs a day. We term this a list of "moderate priced hotels." In all of these hotels special hotel coupons, which can be obtained from the tourist agency mentioned, are accepted. There are, however, very often certain extra charges, regulations, etc., which affect to some extent the use of these coupons. Those, however, who use this means of payment for accommodations will be advised by the literature of the company issuing the same of all the variations from standard conditions. These supplements are rather annoying, but are necessary in places like Munich this year, where a 2-mark supplement is required. Please read the text carefully before selecting a hotel.

LIST OF FIRST-CLASS HOTELS "A"

All the Hotels in the following list are not open during the entire year.

*Closed in Winter. †Closed in Summer.

HOTELS IN FRANCE, FRENCH SAVOY AND CHANNEL ISLANDS.

Hotel Coupons Accepted. If you are using coupons make known the fact immediately on arriving.

Rates $2.60—$3.00 *except hotels marked "V" and "W".*

Most of the hotels accept coupons for full board at $2.6[illegible] [illegible]out supplement, but the rate $2.60 $3.00 covers all possible contingencies. See text ab[illegible] All these hotels accept cash payments as well as coupons, usually on fully as good te[illegible]ns, but the coupons are often convenient.

Aix les Bains
- International Palace Hotel
- Grand Hotel Louvre et Savoy*
- Grand Hotel et Restaurant du Mont Revard*
- Hotel du Pavillon

Ajaccio
- Grand Hotel d'Ajaccio et Continental†
- Grand Hotel de France

Albertville (Savoy)—Hotel Million

Allevard-les-Bains—Grand Hotel des Bains

Amiens—Hotel de l'Univers

Amphion (Lake of Geneva)—Grand Hotel des Bains

Angers—Grand Hotel

Angouleme—Grand Hotel du Palais

Annecy—Grand Hotel d'Angleterre et Grand Hotel

Antibes
- Grand Hotel†
- Grand Hotel du Cap, W

Arcachon
- Hotel des Pins et Continental
- Grand Hotel de France

Argeles-Gazost—Hotel de France

Arles—Hotel du Forum

Avignon—Grand Hotel de l'Europe

Avranches—Hotel de France

Hotels at $2.60—$3.00

Read text carefully

FRANCE, FRENCH SAVOY, &c. *Continued*

Bagneres de Bigorre—Grand Hotel Beau Sejour
Bagneres de Luchon
- Grand Hotel*
- Grand Hotel des Bains*
- Grand Hotel de Luchon et du Casino*

Bagnoles de l'Orne—Hotel de Paris
Bayonne
- Hotel du Commerce
- Hotel Saint Etienne

Beaulieu
- Hotel Empress†
- Meyer's Victoria Hotel

Belfort—Grand Hotel de l'Ancienne Poste
Bellegarde—Hotel de la Poste
Besancon—Grand Hotel des Bains Salins
Biarritz
- Hotel de Bayonne et Metropole
- Hotel Regina, V
- Hotel Victoria, W

Blois
- Hotel de France
- Hotel du Chateau
- Grand Hotel de Blois, W

Bordeaux—Hotel de France
Boulogne—Grand Hotel Christol and Bristol
Bourbonne-les-Bains—Hotel des Bains
Bourg d'Oisans (Isere)—Hotel de l'Oberland Francais*
Bourg-en-Bresse (Ain)—Grand Hotel de France
Brest—Hotel des Voyageurs
Briancon—Gd. Hotel de Briancon
Brides les Bains—Grand Hotel des Thermes *
Caen
- Hotel de la Place Royale
- Hotel d'Angleterre

Calais—Grand Hotel
Cancale—Hotel du Guesclin*
Cannes
- Hotel Splendide†
- Hotel Grande Bretagne†
- Hotel de la Plage†
- Hotel de Hollande et de Russie†
- Gordon Hotel Metropole†, V
- Gallia Hotel†, V
- Hotel Gray et d'Albion†, W
- Hotel Prince de Galles†, W
- Rost's Continental Hotel†, W

Cap Ferrat (nr. Beaulieu)—Grand Hotel du Cap Ferrat†, W
Cap Martin—Hotel Bella Riva†, W
Carcassonne—Hotel St. Jean Baptiste
Cauterets
- Hotel Continental*
- Grand Hotel d'Angleterre, W

Cerbere—Buffet de la Gare
Cette—Grand Hotel
Chalons s. Marne—Hotel de la Haute Mere Bieu
Chambery
- Grand Hotel de France
- Buffet de la Gare

Chamonix
- Grand Hotel d'Angleterre*
- Hotel de Londres
- Hotel Royal et de Saussure*
- Hotel Mont Blanc*

Chartres—Hotel de France
Cherbourg
- Hotel de l'Aigle et d'Angleterre
- Grand Hotel du Casino

Clermont-Ferrand—Hotel de la Poste
Compiegne
- Hotel de la Cloche
- Palace Hotel*, W

Contrexeville
- Hotel de l'Establissement
- Hotel Cosmopolitan*

Dieppe
- Grand Hotel
- Wharf Buffet (Meals only)
- Royal Hotel*

Dijon
- Hotel de la Cloche
- Hotel Jura

Dinan—Hotel de Bretagne
Dinard—Hotel de la Plage et du Casino*
Dunkirk—Hotel du Chapeau Rouge
Echelles—Hotel Durand
Epernay—Hotel de l'Europe
Epinal (Vosges)—Hotel de la Poste
Etretat
- Hotel Hautville
- Golf Hotel et Roches Blanches, W

Evian—Hotel du Helder
Evreux—Hotel du Grand Cerf
Fecamp—Grand Hotel des Bains et de Londres*
Gap—Hotel du Nord
Gavarnie (Hautes Pyrenees)—Hotel du Cirque et de la Cascade*
Gerardmer—Grand Hotel du Lac*
Granville
- Grand Hotel
- Hotel du Nord et des Trois Couronnes

Grasse—Grand Hotel†, W
Grenoble
- Grand Hotel
- Grand Hotel Moderne et des Trois Dauphins

Guernsey—Gardner's Royal Hotel
Havre
- Hotel Continental
- Hotel de Normandie

Hendaye (Basses Pyrenees)
- Grand Hotel
- Hotel de France et d'Angleterre

Hyeres—
- Hotel des Iles d'Or†
- Grimm's Park Hotel
- Hotel Costebelle, W

Jersey—Grand Hotel
La Baule—Hotel Royal*
La Bourboule
- Hotel de l'Establissement
- Grand Hotel*
- Splendid Hotel et Beausejour, W

La Grave—Hotel de la Meije*
Le Fayet-St. Gervais (Haute Savoie)
- Terminus Hotel Buffet de la Gare

Le Mans—Hotel de France
Le Puy—Hotel des Ambassadeurs
Les-Grandes-Dalles—Grand Hotel de la Plage*
Lille—Hotel de l'Europe
Limoges—Hotel Callaud et de la Paix Réunis
Lion-sur-Mer—Grand Hotel*
Lourdes (Hautes Pyrenees)
- Hotel Royal
- Grand Hotel Heins
- Grand Hotel du Boulevard
- Hotel de la Grotte

Lovagny—Hotel des Gorges du Fier
Luxeuil-les-Bains (Vosges)
- Grand Hotels Metropole*
- du Parc,* des Thermes*

Luz (Hautes Pyrenees)—Grand Hotel de l'Univers
Lyons
- Grand Hotel du Globe
- Grand Nouvel Hotel

Lyons Perrache—Station Buffet
Macon—Grand Hotel de l'Europe et d'Angleterre

Hotels at $2.60—$3.00

Read text carefully

FRANCE, FRENCH SAVOY, &c.—*Continued*

Marseilles—Hotel du Louvre et de la Paix
Martigny-les-Bains (*Vosges*)—Hotel International*
Mentone
- Hotel Bristol†
- Hotel Prince de Galles
- Hotel de Menton†
- Hotel Grande Bretagne†
- Winter Palace Hotel†, V
- Hotel des Anglais†, W
- Hotel Westminster†, W
- Hotels d'Italie and Bellevue†, W

Mers—Hotel du Casino*
Modane
- Hotel International
- Station Buffet

Monaco (*Condamine*)—Hotel Bristol
Monte Carlo—
- Hotel Savoie†
- Hotel de Londres
- Hotel d'Albion et du Littoral
- Hotel Windsor†, V
- Hotel Balmoral†, W
- Hotel des Anglais et St. James, W
- Monte Carlo Palace Hotel, W

Mont Dore—Nouvel Hotel, et Hotel de la Poste*
Montpellier—Grand Hotel
Mont St. Michel—Etablissements Poulard Reunis
Nantes—Hotel de France
Nice—
- Grand Hotel†
- Hotel Beau Rivage
- Hotel Metropole†
- Queen's Hotel†
- Hotel du Rhin†
- Hotel Terminus
- Station Buffet
- Langham Hotel†, W

Nice (*Cimiez*)
- Hotel Pavillon Victoria†
- Hermitage Hotel†, V

Nimes—Grand Hotel de Luxemburg
Orleans
- Hotel Terminus
- Grand Hotel St. Aignan, W

Parame
- Grand Hotel*
- Bristol Palace Hotel

Paris
- Grand Hotel Terminus
- Hotel du Palais d'Orsay
- Hotel St. Petersbourg
- Hotel Dominici
- Hotel du Louvre
- Hotel Londres et New York
- Hotel Magenta
- Hotel de Calais
- Hotel de la Trémoille
- Hotel Malesherbes
- Hotel d'Autriche
- Hotel Burgundy
- Hotel de Castille
- Hotel Terminus du Nord
- Hotel du Palais, 28, Cours la Reine
- Windsor Hotel
- Hotel Ste. Anne
- Hotel International, 60, Avenue d'Iéna, Champs Elysées
- Grand Hotel, V
- Hotel Regina, V
- Hotel Continental, V
- Hotel Bedford, W
- Hotel Meyerbeer, W

See special chapter on Paris for full discussion of the hotel question in Paris.

Pau
- Hotel du Palais et Beau Sejour
- Grand Hotel Gassion, W

Perpignan—Grand Hotel de Perpignan
Planet sur Argentieres—Grand Hotel du Planet
Poitiers—Grand Hotel du Palais
Pontarlier—Hotel de la Poste
Quimper (*Brittany*)—Hotel de l'Epée
Quimperle—Hotel du Lion d'Or et des Voyageurs
Rennes—Hotel de France
Reims—
- Grand Hotel
- Hotel du Lion d'Or, W

Roscoff—Hotel des Bains
Rouen—
- Hotel de la Poste
- Grand Hotel d'Angleterre, W

Royan-les Bains—Grand Hotel*
Royat-les-Bains
- Hotel Splendide
- Grand Hotel du Parc et Metropole*
- Grand Hotel de Lyon*
- Grand Hotel*, W

Salève (Mountain Health Resort, Monnetier—Hotel Bellevue
Salies de Bearn (*Pyrenees*)
- Grand Hotel du Parc*
- Grand Hotel du Chateau

Salins—Grand Hotel des Bains*
St. Brieuc—Hotel de la Croix Blanche et de France Reunis
St. Gervais-le-Village (Savoy)—Hotel Mont Blanc*
St. Gervais-les-Bains
- Grand Hotel du Mont-Joly*
- Grand Hotel de la Savoie*, W

St. Honore-les-Bains (*Nièvre*)—Hotel Vaux Martin*
St. Jean-de-Luz—Hotel d'Angleterre
St. Jean-sur-Mer (*near Beaulieu*)—Hotel Panorama Palace†
St. Lo—Hotel de l'Univers
St. Malo
- Grand Hotel de France et Chateaubriand*
- Grand Hotel Franklin*

St. Raphael—Hotel Continental & des Bains
St. Sauveur les Bains—Grand Hotel de France
St. Servan (*St. Malo*)—Victoria Hotel
Sens—Hotel de Paris
Soissons—Hotel de la Croix d'Or
Thonon-les-Bains—Grand Hotel*
Toulon—Grand Hotel des Bains*
Toulouse
- Grand Hotel de l'Europe et du Midi Réunis
- Grand Hotel Tivollier

Tours
- Grand Hotel de Bordeaux
- Hotel Metropole, V

Trieze Arbres (Savoy)—Station Buffet
Trouville—Hotel Bellevue*
Vannes
- Hotel du Commerce et de l'Epée
- Grand Hotel de France

Vernet-les-Bains
- Hotel du Portugal*
- Hotel du Parc
- Hotel des Bains Mercader

Versailles—Grand Hotel Moderne
Vichy—Grand Hotel des Bains, W
Vic-sur-Cere—Grand Hotel*
Vittel—Central Hotel*
Vizzavona (*La Foce, Corsica*)—Hotel de Monte d'Or*

Hotels at $2.60—$3.00

Read text carefully

SWITZERLAND AND THE ALPINE DISTRICTS

At some mountain Hotels in Switzerland two table d'hôte lunches are provided, and the lunch coupons are accepted at the table d'hôte lunch advertised at 3 francs in such cases.

Adelboden { Grand Hotel Kurhaus
Hotel National

Aigle { Grand Hotel*
Hotel Victoria

Ariolo—Hotel Motta*

Alpnach-Stadt—Hotel Pilatus

Amsteg—Hotel de la Croix Blanche

Andermatt—Grand Hotel Bellevue

Anniviers—Hotel Weisshorn*

Appenzell—Hotel and Kurhaus Weissbad

Arolla—Hotel Mont Collon*

Arosa—Hotel Seehof

Axenfels—Grand Hotel*

Axenstein—Hotel Axenstein*

Baden { Hotels Hinterhof and Staadhof
Grand Hotel*, W

Bale { Hotel Euler and Grand Hotel
Hotel Continental
Central Station Buffet (Meals only)
Hotel Trois Rois, W

Beckenreid (Lake Lucerne)—Hotel and Pension Sonne

Bellinzona—Hotel de la Poste et Schweizerhof

Bergun—Hotel Piz Aela

Berne { Hotel Bellevue
Station Buffet

Bex { Grand Hotel des Salines*
Grand Hotel des Bains*

Bienne—Hotel Macolin*

Bouveret—Hotel de la Foret et Casino*

Brienz—Hotel de la Croix Blanche

Brigue { Hotel de la Couronne et de la Poste
Buffet de la Gare Internationale

Brissago—Grand Hotel*

Brunig—Grand Hotel and Kurhaus*

Brunig Railway { Station Buffet (meals only)
Grand Hotel and Kurhaus* W

Brunnen { Hotel Adler*
Waldstatterhof Hotel 4 Cantons*
Eden Hotel and Pension*

Bulle—Hotel de l'Union

Burgenstock { Park Hotel*
Palace Hotel*, V
Grand Hotel*, W

Campfer (St. Moritz)—Hotel Campfer*

Caux—Grand Hotel du Caux*, W

Chamounix (Savoy)—See under "Hotels in France"

Chateaux d'Oex { Hotel Berthod
Grand Hotel, W

Chatelard Frontiere—Hotel Suess du Chatelard

Chaux de Fonds—Hotel de la Fleur-de-Lis

Chexbres (near Vevey)—Hotel Belle Vue

Ch rwalden—Hotel Kurhaus Krone*

Clarens—Hotel Royal

Coire—Neues Hotel Steinbock

Davos Dorfli { Grand Hotel Seehof
Fluela Post Hotel

Davos Platz { Hotel d'Angleterre
Grand Hotel Kurhaus, W
Grand Hotel Belvedere, W

Disentis—Disentis Hof*

Eggishorn—Hotel Jungfrau

Einsiedeln—Hotel du Paon

Engelberg { Hotel and Pension Bellevue-Terminus
Hotel Titlis*
Park Hotel, Sonnenberg*

Evolene—Hotel d'Evolene*

Faido—Hotel Suisse*

Faulensee-Bad—Hotel Victoria*

Fiesch (Eggishorn)—Hotel des Alpes

Fins Hauts—Hotel Bel Oiseau

Fluelen—Hotel Croix Blanche et Poste

Fribourg—Hotel de la Gare

Frutigen—Hotel Bellevue*

Furka { Hotel Furka*
Hotel Furkablich*
Hotel Belvedere*

Gemmi Pass—Hotel Wildstrubel

Geneva { Hotel de la Paix
Hotel Metropole
Hotel Bergues
Hotel du Lac
Hotel National, W
Hotel Angleterre, W

Gersau—Hotel Muller*

Giessbach—Hotel Giessbach*

Glacier du Rhone—Hotel Glacier du Rhone*

Glion—Hotel Victoria

Goeschenen—Grand Hotel Goeschenen

Grindewald { Hotel Bear
Hotel Grand Eiger

Gryon-sur-Bex—Grand Hotel de Gryon

Gstaad—Grand Hotel Alpina

Gurten Kulm (near Berne)—Hotel Gurten Kulm*

Harder-Kulm—Restaurant Harder-Kulm (meals only)

Heiden— { Hotel Schweizerhof*
Hotel Freihof*

Hertenstein (near Lucerne)—Hotel Schloss Hertenstein*

Hospenthal—Hotel Meyerhof*

Interlaken { Hotel Metropole*
Grand Hotel (formerly Beau Rivage)*
Hotel Victoria*
Hotel Jungfrau*
Hotel National*
Hotel Royal St. George*

Ilanz—Hotel Oberlap

Isle—Hotel de la Poste

Laax—Hotel Seehof

Lac Noir (Fribourg)—Hotel des Bains du Lac Noir*

Landquart—Hotel Landquart et de la Poste

Lausanne { Hotel Gibbon
Hotel Eden
Hotel Cecil

Lauterbrunnen—Hotel Steinbock

Les Avants—Grand Hotel

Le Sepey (Ormonts)—Hotel de la Couronne et la Comballaz

Lenkerbad— { Hotel des Alpes*
Hotel de France*

Liestal—Hotel des Salines

Little Scheidegg { Hotel Bellevue
Buffet Restaurant

Locarno { Grand Hotel
Hotel du Parc
Hotel Metropole

Locle—Hotel Jura

Hotels at $2.60—$3.00

Read text carefully

SWITZERLAND, &c.—*Continued*

Lucerne
- Hotel du Cygne
- Hotel Victoria
- Hotel du Lac
- Chateau Gütsch*
- Hotel de l'Europe*
- Lake of Lucerne Steamers (meals only)
- Palace Hotel*, V

Lugano
- (Paradiso Pier) Station Buffet
- Grand Hotel de l'Europe au Lac
- Hotel St. Gotthard
- Hotel Bristol
- Grand Hotel and Lugano Palace, V
- Grand Hotel du Parc, W
- Hotel Splendide*, W

Lungern
- Hotel du Lion d'Or
- Hotel and Pension Kurhaus*

Martigny
- Grand Hotel du Mont Blanc*
- Hotel Clerc

Mayens de Sion—Hotel de la Dent d'Hérens*
Meiringen—Hotel du Sauvage*
Merl ngen—Hotel Beatus
Mont-Barry-les-Bains (Gruyere)—Grand Hotel les Bains*

Monte Genero o
- Hotel Monte Generose, Station Bellavista*
- Hotel Kulm, Station Vetta Kulm*

Montreux
- Montreux Palace and Cygne
- Grand Hotel Chateau Belmont
- Hotel National

Morgins (Valais)—Grand Hotel des Bains*
Morschach (Lake Lucerne)—Hotel Frohnalp*
Mt. Pelerin (near Vevey)—Grand Hotel du Mt. Pelerin
M nster—Hotel Croix d'Or et Poste

Murren
- Grand Hotel and Kurhaus
- Hotel des Alpes*

Ne. chatel
- Grand Hotel du Lac
- Grand Hotel Bellevue et Beau Rivage
- Hotel des Alpes et Terminus*, W

Neuhausen—Hotel Schweizerhof*
Oberalp—Hotel Oberalpsee*

O. chy
- Hotel Beau Rivage
- Hotel du Chateau*

Pfaefers—Hotel et Bains

P.lat..s
- Hotel Klimsenhorn*
- Hotel Pilatus Kulm*

Pontresina—Hotel Kronenhof
Promontogno—Hotel Bregaglia*

Ragatz—
- Hotel Quellenhof*
- Hotel Ragatz*
- Hotel Bristol*

Reichenbachfalle—Grand Hotel des Alpes*
Rigi-First—Hotel Rigi-First*
Rigi-Kaltbad—Grand Hotel and Pension*, W
Rigi-Kulm—Hotels Rigi Kulm and Schreiber*
Rigi-Scheidegg—Hotel Rigi-Scheidegg*
Rochers de Naye—Hotel Rochers de Naye*

Rorschach
- Hotel Anker
- Hotel Hirschen

Rosenlani (near Meiringen)—Kurhaus Rosenlaui*
Saas Fee—Hotel Bellevue
Samaden—Hotel Bernina
Sarnen—Hotel de l'Oberwald
Savagnino—Hotel Pianta

Saxon
- Grand Hotel les Bains
- Hotel de la Pierre à Voir

Scheidegg—See Little Scheidegg
Schinznach—Baths of Schinznach*
Schruns (Vorarlberg)—Hotel zur Taube
Schuls—Hotel de la Poste
Schwyz—Hotel Rossli
Schynige Platte (near Interlaken)—Hotel Schynige Platte
Seelisberg—Grand Hotel Seelisberg*
Sierre—Hotel Chateau Bellevue
Sils (Engadine)—Hotel Edelweiss*
Silvaplana (Engadine)—Hotel Post
Simplon-Kulm—Hotel Belle Vue*
Simplon Village—Hotel de la Poste*
Sion—Hotel de Sion and Terminus
Soleure—Hotel de la Couronne
Spiez—Hotel Spiezerhof*
Splugen—Hotel Bodenhaus
Stachelberg—Hotel Stachelberg Bad*
Stalden—Hotel Stalden
Stanserhorn (Lake Lucerne)—Hotel Stanserhorn*
Stansstad—Hotel Burgenstock

St. Beatenberg
- Grand Hotel St. Beatenberg, Kurhaus*
- Hotel et Pension de la Poste*
- Hotel Beau-Seiour*
- Grand Hotel Victoria*

St. Bernardino—Hotel Victoria*
St. Cergues sur Nyon—Hotel de l'Observatoire*
St. Gallen—Hotel Walhalla

St. Moritz Bad
- Hotel Neues Stahlbad*, W
- Hotel Engadinerhof*, W

St. Moritz-Dorf—Hotel Belvedere
Susten (near Leuk)—Hotel de la Souste
Tellsplatte—Hotel et Pension Tellsplatte*
Territet—Grand Hotel
Territet-Chillon—Hotel Bonivard
Tete Noire—Hotel de Tete Noire

Thoune (Thun)
- Hotel Bellevue*
- Grand Hotel Thunerhof*

Thusis—Hotel Post
Tiefenkasten—Hotel Julier Post
Torrentalp (s. Leukerbad)—Hotel Torrentalp*
Trient—Grand Hotel de Trient
Trummelbach—Hotel Trummelbach*
Unterschakin—Hotel Klausen
Urigen—Hotel Urigen
Vallée des Ormonts—Hotel des Diablerets*
Vermala s. Sierre—Forest Hotel
Vernayaz—Grand Hotel des Gorges du Trient*

Vevey
- Hotel des Trois Couronnes
- Grand Hotel Vevey
- Hotel d'Angleterre

Villeneuve—Hotel Byron
Visp—Hotel de la Poste

Vitznau
- Hotel Vitznauerhof*
- Park Hotel*

Weesen (Lac de Wallenstadt)—Hotel Speer
Weggis—Hotel Bellevue*
Weissenstein (Solothurn)—Kurhaus Weissenstein
Wengen—Grand Hotel and National
Yverdon—Hotel des Bains*

Hotels at $2.00—$3.00

Read text carefully

SWITZERLAND, &c.—*Continued*

Zermatt
- Hotel Mont Rose*
- Hotel Zermatt*
- Hotel du Mont Cervin*, W
- Hotel Victoria, W

Zug
- Hotel du Cerf
- Hotel Bahnhof

Zug (Mountain)—Hotel Schönfels*

Zuoz—Hotel Concordia

Zurich
- Hotel Uetliberg (on Mount Uetli)*
- Hotel Royal Habis
- Bellevue au Lac and Palace H., W
- Grand Hotel et Baur en Ville, W
- Dolder Grand Hotel*, W
- Grand Hotel National, W

ITALY AND SICILY

Acireale—Grand Hotel des Bains
Alagna—Hotel Monte Rosa*
Alassio
- Grand Hotel Alassio
- Salisbury Hotel†

Amalfi—Hotel Cappuccini
Anacapri—Hotel Eden Molaro
Ancona
- Hotel della Pace
- Hotel Victoria

Aosta—Hotel Royal Victoria*
Arona—Hotel St. Gothard
Assisi—Hotel Subasio
Bagni di Lucca—Hotel Continental
Baveno
- Hotel Belle Vue*
- Palace and Grand Hotel*, W

Bellagio
- Splendide Hotel des Etrangers
- Hotel Grande Bretagne*, W

Belluno
- Hotel des Alpes*
- Albergo Central Capello

Bogliaco—Grand Hotel Bogliaco†
Bognanco—Grand Hotel*

Bologna
- Hotel Brun
- Baglioni's Grand Hotel d'Italie
- Station Buffet*

Borca—Palace Hotel des Dolomites

Bordighera
- Royal Hotel†
- Hotel Savoy
- Hotel Hesperia
- Grand Hotel du Cap Ampegliot, V

Bormio—Nouveaux Bains de Bormio
Brindisi—Hotel International
Brunate (*Como*)—Hotel Brunate
Cadenabbia
- Hotel Britannia
- Hotel Bellevue*, W

Cagliari (Sardinia)—Hotel Scala di Ferro
Capri
- Hotel Quisisana
- Hotel Schweitzerhof

Casamicciola (*Ischia*)—Hotel Piccola Sentinella
Castellamare-di-Stabia—Hotel Quisisana
Catania
- Grand Hotel Bristol et du Globe
- Hotel Grande Bretagne

Ceprano—Station Buffet
Cernobbio—Hotel Villa d'Este*, W
Certosa di Pavia—Restaurant Milano
Chiavenna
- Hotel Conradi
- Hotel National

Chiesa—Grand Hotel Malenco*
Como—Plinius Grand Hotel*, W
Courmayeur
- Hotel Royal*
- Hotel de l'Union*

Domo d'Ossola—
- Hotel Terminus d'Espagne
- International Station Buffet (meals only)

Florence—
- Hotel New York
- Hotel Minerva
- Florence and Washington Hotel
- Grand Hotel Baglioni
- Grand Hotel, V
- Hotel Grande Bretagne, W

Foligno—Station Buffet
Frascati—Hotel Tusculum
Gardone Riviera (*Garda*)—Grand Hotel*

Genoa—
- Hotel de la Ville
- Hotel Continental
- Hotel de Londres
- Station Buffet
- Eden Palace Hotel, V
- Grand Hotel Miramare, V
- Hotel Savoy, W
- Grand Hotel Isotta, W

Girgenti—Hotel des Temples†
Gressoney-la-Trinite (*Valle d'Aosta*)—Hotel Miravalle
Gressoney Saint-Jean—Hotel Lyskamm
Intra—Hotel de la Ville
Ivrea—Hotel Scudo di Francia
La Cava—Hotel de Londres
Lecco—Hotel Bellevue au Lac
Leghorn—
- Grand Hotel
- Hotel Angleterre et Campari

Levo (*Lake Maggiore*)—Hotel Levo
Lucca—Hotel de l'Univers
Luino
- Grand Hotel Simplon-Terminus
- Station Buffet

Madesimo—Etablissement des Bains*
Mantua—Grand Hotel Acquila d'Oro
Menaggio
- Hotel Menaggio*
- Hotel Victoria*, W

Milan
- Hotel de l'Europe
- Hotel de Nord et des Anglais
- Grand Hotel Royal
- Hotel Cavour, V
- Grand Hotel de Milan, W
- Hotel Continental, W

Misurina—Grand Hotel Misurina*
Monsummano—Hotel Royal Vittorio Emanuele*
Montecatini (*near Florence*)—Grand Hotel de la Paix*

Naples
- Parker's Hotel
- Hotel de Londres
- Hotel Continental
- Hotel Victoria
- Bertolini's Palace Hotel, V
- Hotel Royal, W
- Grand Hotel du Vesuve, W
- Grand Hotel†, W

Nerri—Grand Hotel et Pension Anglaise†
Orbetello—Station Buffet
Orvieto—Grand Hotel Delle Belle Arti
Padua—Grand Hotel Fanti
Palermo
- Hotel de France
- Grand Hotel des Palmes†, W

Pallanza
- Hotel Eden
- Hotel Metropole

Pegli—Grand Hotel de la Mediterranée
Perugia
- Grand Hotel Brufani
- Palace Hotel

Hotels at $2.60—$3.00

Read text carefully

ITALY, &c.—*Continued*

Piacenza—Hotel San Marco
Pisa— Hotel Victoria; Station Buffet; Hotel Restaurant Nettuno (meals only)
Pistoja— Hotel du Globe; Station Buffet
Pompeii—Hotel Suisse
Portofino—Grand Hotel Splendide†
Portofino Kulm—Grand Hotel Villa des Fleurs, W
Porto Maurizio—Riviera Palace Hotel†
Positano—Hotel Margherite
Rapallo Hotel Royal; Hotel Moderne; Grand Hotel Verli†; New Kursaal Hotel, W
Ravello—Hotel and Pension Palumbo
Ravenna—Hotel Byron
Rapoledo (Lake Como)—Grand Hotel*
Rome Hotel de Milan; Hotel Savoy†; Station Buffet (meals only); Hotel Quirinal V, Hotel Regina V, Hotel Continental, W; Hotel Marini, W; Hotel d'Angleterre, W
Salerno—Hotel d'Angleterre
Salice—Grand Hotel
Salo (Lake of Garda)—Grand Hotel Salo†
Salsomaggiore Grand Hotel Milan; Hotel Central Bagni*; Grand Hotel des Thermes*, W
San Pellegrino—Grand Hotel*
San Remo Continental Palace Hotel†; Grand Hotel de Nice†; Hotel de l'Europe et de la Paix†; Grand Hotel Royal†, V; Hotel des Anglais†, W
Santa Catherina—Hotel Tresero-Savoy
Sestri-Levante Grand Hotel Miramare Europe; Grand Hotel Jensch, W
Sienna—Grand Hotel Royal de Siene
Sondrio (Valtelina)—Hotel de la Poste
Sorrento—Hotel Tramontano
Spezia Hotel d'Italie; Station Buffet (meals only); Hotel Royal Croce di Malta, W
Stresa—Hotel des Iles Borromees*, W
St. Vincent (Valle d' Aosta)—Grand Hotel*
Syracuse Grand Hotel; Hotel des Etrangers; Palace Hotel
Taormina Grand Hotel San Domenico†; Hotel Timeo; Grand Hotel International†
Tirano—Grand Hotel Tirano
Turin Grand Hotel Suisse Terminus; Grand Hotel and Hotel d'Europe; Station Buffet
Vallombrosa—Grand Hotel Vallombrosa*
Varalio—Etablissemente Hydrotherapique and Grand Hotel
Varenna (Lake Como)—Royal Victoria Hotel*, W
Varese—Grand Hotel Varese
Venadoro (Belluno)—Grand Hotel
Venice Hotel Victoria; Hotel Britannia, W; Royal Hotel Danieli, W; Grand Hotel, W
Venice (Lido) Excelsior Hotel, V; Hotel Villa Regina*, W; Grand Hotel des Bains*, W
Verona Hotel de Londres et Royal Deux Tours; Grand Hotel Colomb d'Or
Vesuvius—Eremo Hotel
Viareggio—Hotel de Russie
Vintimille—Station Buffet

BELGIUM, HOLLAND, THE RHINE, GERMANY, AUSTRIA, RUSSIA, &c.

In many of the hotels in Germany the table d'hôte dinner is served at mid-day, and a lighter meal, called supper, is served in the evening. The dinner section of the hotel coupons is therefore accepted for the mid-day meal, and the luncheon section for the supper.

Abbazia—Hotel Curanstalten
Achern (Black Forest)—Hotel de la Poste
Adelsberg—Grand Hotel*
Admont (Styria)—Hotel zur Post
Agram—Grand Hotel
Aix-la-Chapelle Henrion's Grand Hotel; Corneliusbad Hotel; Hotel du Dragon d'Or
Albbruck (Black Forest)—Hotel Albthal
Alkmaar—Hotel de Toelast
Amsterdam Hotel Pays Bas; Amstel Hotel, V; Brack's Doelen Hote W
Antwerp Grand Hotel; Hotel de l'Europe; Hotel de la Paix; Queen's Hotel
Arco—Hotel Victoria
Arnhem Grand Hotel du Soleil; Hotel des Pays Bas
Augsburg—Hotel des Trois Maures
Aussee—Hotel Erzherzog Franz Carl
Baarn—Hotel Zeiler
Baden (near Vienna)—Hotel Sacher
Baden Baden (Germany)—Hotel Holland, W
Badenweiler (Germany)—Hotel Sommer*
Bad Liebenstein (Thuringerwald, Germany)—Hotel Kurhaus et Villa Victoria
Bayreuth (Germany)—Hotel de la Poste
Belchen (High Mountain Station) (Black Forest)—Rasthaus Belchen
Belgrade (Servia)—Grand Hotel
Berchtesgaden Hotel Bellevue; Grand Hotel *
Berlin Grand Hotel Bellevue; Alexandra Hotel; Hotel Prinz Albrecht; Hotel Bristol, V
Bingen—Hotel Victoria
Blankenberghe Hotel du Rhin; Grand Hotel du Kursaal*
Boll (Black Forest)—Hotel Curhaus*
Bonn (Germany)—Grand Hotel Royal, W
Boppard—Hotel Spiegel

Hotels at **$2.00—$3.00**

Read text carefully

BELGIUM, GERMANY, &c.—*Continued.*

Bozen (Tyrol) { Hotel Kaiserkrone / Hotel Victoria
Breda—Hotel Swan
Bregenz { Hotel de la Croix Blanche / Hotel Montfort
Bremen { Station Buffet / Hotel de l'Europe / Hillman's Hotel, V
Brennerbad (Austria)—Grand Hotel Stenzingerhof*, W
Breslau—Hotel Vier Jahreszeiten
Brousa (Turkey in Asia)—Hotel d'Anatolie
Bruges { Hotel de Flandres, W / Grand Hotel du Commerce / Hotel de la Poste
Brussels { Hotel du Grand Miroir / Hotel Belle Vue et Flandre / Hotel Metropole, W / Grand Hotel, W

NOTE.—These hotels require supplements not exceeding 2 fr. on bedroom section (1910).

Bucharest (Roumania)—Hotel Splendid
Budapest { Grand Hotel Hungaria / Hotel Queen of England / Hotel Continental
Budweis—Hotel Kaiser von Oesterreich
Capellen-Stolzenfels—Hotel Bellevue
Carlsbad { Hotel Wurttemberger Hof / Hotel Savoy West End*, V
Carlsruhe—Hotel Germania
Cassel—Hotel Royal
Cettinge (Montenegro)—Grand Hotel
Coblence—Grand Hotel Belle Vue
Cologne (Germany) { Hotel Disch, W / Hotel du Nord, W
Constance { Hotel Hecht / Hotel Insel*, W
Constantinople—Hotel d'Angleterre et Royal
Cortina { Hotel Cristallo* / Hotel Miramonti*
Cracow—Grand Hotel
Creuznach—(See Kreuznach)
Dinant { Hotel des Postes* / Hotel de la Tête d'Or*
Donaueschingen (Black Forest)—Hotel
Dordrecht—Hotel Orange
Dresden { Grand Union Hotel (near Alt Station) / Hotel Continental
Durrheim—Hotel Kurhaus*
Dusseldorf { Hotel Heck / Hotel Monopol-Metropole
Echternach—Hotel du Cerf
Ede—Park Hotel
Eger—Hotel Kaiser Wilhelm
Eisenach—Hotel Kaiserhof
Ems { Hotel Four Seasons and Europe* / Royal Kurhaus Hotel*
Erfurt—Hotel Erfurter Hof
Essen—Hotel Berliner Hof
Feldberger (High Mountain Station) (Black Forest)—Hotel Feldbergerhof
Field of Waterloo—Museum Hotel
Flushing—Hotel Zeeland
Fondo, Ronsberg (Austrian Tyrol)—Hotel alla Posta
Frankfort { Hotel Schwan / Hotel Frankfurter Hof, V / Hotel Imperial, W
Franzensbad (Bohemia)—Hoyer's Hotel Belvedere*
Freiburg (Baden)—Hotel Continental
Fulpmes—Grand Hotel Stubai*
Garmisch (Bavaria)—Hotel Alpenho.*
Gernsbach—Bath Hotel Pfeiffer
Gmunden—Hotel Bellevue*
Godesberg—Rheinhotel and Pension Fritz Deeson
Goerlitz—Hotel Vier Jahreszeiten
Golling—Hotel zur Alten Post
Gorz—Hotel Sudbahn
Gossensass (Tyrol)—Hotel Grobner
Gotha—Hotel Wuenscher
Graz—Hotel Elephant
Gries (Tyrol)—Hotel Griesserhof
Groningen—Hotel de Doelen
Haarlem { Restaurant de Brinkmann & Restaurant de Kroon / Hotel Funckler, W
Hague { Hotel Paulez / Hotel des Indes, V / Hotel Bellevue, W
Halle—Hotel Preussischer Hof
Hamburg { Hotel Streit / Atlantic Hotel, V / Hotel Bristol
Hanover { Kasten's Hotel, V / Hotel Royal, W
Heidelberg { Hotel Europe / Grand Hotel
Hoechenschwand (Black Forest) { Hotel Kurhaus / Hotel Schwansee
Hochfinstermunz—Hotel Hochfinstermunz
Hohenschwangau { Hotel Alpenrose* / Hotel Schwannsee*
Holsteig (Hollenthal) (Black Forest) Golden Star Hotel
Homburg { Hotel Belle Vue, W / Grand Hotel*
Hoorn—Park Hotel
Hornberg (Black Forest) { Schloss Hotel* / Hotel Baeren
Igls (Tyrol)—Hotel Iglerhof*
Ilsenburg-a-Harz—Hotel zu den rothen Forellen
Innsbruck (Austria) { Hotel Kreid / Hotel Tyrol, W
Ischl { Hotel à la Croix d'Or* / Hotel Kaiserkrone*
Jena—Hotel Schwarzen Baeren
Karersee (Tyrol) { Hotel Karersee* / Karerpass Hotel
Kempten—Hotel Krone
Kharkoff—Hotel Rouff (Hotel de Russie)
Kiel—Hotel Continental
Kissingen—Hotel Victoria and Kaiserhof
Klagenfurt—Hotel Moser
Konigswinter (Germany) { Monopol Hotel* / Grand Hotel Mattern*
Kreuznach { Hotel Kurhaus* / Royal Hotel* / Hotel Oranienhof*
Kufstein—Hotel Post
Laibach—Grand Hotel Union
Landeck (Tyrol)—Hotel de la Poste
Leeuwarden—Hotel Nieuwe Doelen
Leiden—Hotel Levedag
Leipzig { Hotel Hauffe / Hotel de Prusse
Lenzkirch (Black Forest)—Hotel Poste

Hotels at $2.00—$3.00

Read text carefully

BELGIUM, GERMANY, &c. *Continued*

Lieben—Grand Hotel Garnes
Levico (South Tyrol, Austria)—Grand Hotel*
Liege { Hotel de l'Europe
Hotel de Suède
Landau—Hotel de Bavière
Linz— { Hotel zum rothen Krebs
Hotel Erzherzog Karl
Lorrach (Black Forest)—Hirsch Hotel
Louvain—Hotel de Suède
Lubeck—Hotel Stadt Hamburg
Luxemburg—Grand Hotel Brasseur
Maastricht—Hotel de Levrier
Madonna di Campiglio { Hotel des Alpes*
Hotel Camp Carlo Magno*, W
Magdeburg—Hotel Continental
Mannheim—Park Hotel, W
Marburg—Hotel Ritter
Marienbad { Hotel Casino
Hotel Furstenhof*, W
Mayence—Hotel Holland, W
Meiningen—Hotel de Saxe
Meran { Hotel Mendelhof*
Grand Hotel Penegal
Meran { Hotel Frau Emma
Hotel Erzherzog Johann, W
Palast Hotel, W
Metz { Grand Hotel de Metz
Royal Hotel
Middelburg—Hotel Nieuwe Doelen
Moscow { Hotel National
Hotel Berlin
Munich { Hotel Belle Vue
(*Bavaria*)—Park Hotel
Hotel Bayerischer Hof
Special 2 mark suppl. on bedroom section. 1910), Engage rooms a month in advance.
Namur—Hotel d'Harscamp
Namur-Citadelle (Belgium)—Grand Hotel Citadelle
Nassereit (Tyrol)—Hotel de la Poste
Nauheim { Kirsch's Hotel*
Hotel Europe*
Neiderbronn Bad—Hotel and Villa Matthis
Neustadt (Black Forest)—Hotel Poste
Nieuport-Bains—Grand Hotel des Bains*
Norderney—Pension Quisisana ,V
Nuremberg { Hotel Golden Eagle
Hotel Wurtembergerhof, W
Nymegen—Hotel Keizer Karel
Oberhof—Grand Hotel Kurhaus
Oberkirch (Black Forest)—Hotel Linde
Offenburg (Black Forest)—Ketterer's Station Hotel
Oesterbeck—Hotel Taffelberg*
Opcina—Grand Hotel Obelisco
Ostend { Stracke's Hotel d'Allemagne
Hotel Royal du Phare
Hotel Imperial*
Hotel Wellington*
Hotel Splendide*, W
Ottenhofen (Black Forest)—Hotel Pflug
Pirtenkirchen—Hotel zum Stern
Passau—Hotel Bayrischer Hof
Pesth—(See Budapest)
Pordoi (Dolomites)—Hotel Pordoi*
Portschach am See (Austria)—Etablissement Ernest Wahliss
Prague { Hotel du Cheval Noir
Hotel Paris
Palace Hotel, W
Hotel Erzherzog Stephan
Prien (Bavaria)—Strand Hotel and Chiemsee*
Puchberg—Hotel Schneebergbahn
Rabbi (Tyrol)—Grand Hotel Rabbi*
Ragusa (Dalmatia)—Grand Hotel Imperial†, W
Regensburg—Hotel Gruener Kranz
Reichenhall (Bavaria)—Hotel Kurhaus Achselmannstein*
Rendsburg—Green's Hotel
Riva (Lake of Garda)—Lido Palace Hotel*
Rolandseck—Hotel Bellevue
Roncegno (Tyrol) { Grand Hotel des Bains*
Palace Hotel*, W
Rosenheim—Hotel Deutscher Kaiser
Rothenburg o Tauber (Bavaria)—Hotel and Curhaus Wildbad
Rotterdom { Hotel Weimar
Hotel Leygraaffs
Rudesheim—Hotel Rheinstein*
Rudolstadt { Hotel zum Ritter
Hotel zum Loewe
Hotel Rudolsbad
Salsburg { Park Hotel and Villa Savoy
Hotel Bristol, W
Sarajevo (Bosnia)—Hotel Europe, W
Schandau { Hotel Bahr*
Hotel Sendig
Scheveningen { Hotel des Galeries*
Kurhaus Hotel, V
Grand Hotel*
Schierke—Hotel Furst zu Stolberg
Schlangenbad—Hotel Koenigliche Kurhauser
Schneeberg—Hotel Hochschneeberg*
Schopfheim (Black Forest)—Hotel Three Kings
Schwalbach { Hotel Metropole*
Hotel Victoria*
Schmarzburg—Hotel Weisser Hirsch
Sebastopol—Hotel Wetzel
Sebenico—Hotel de Ville
Semmering (Austria) { Hotel Erzherzog Johann
Hotel Panhans, W
Hotel Sudbahn, W
Siofok—The Baths Hotels
Sofia (Bulgaria) { Grand Hotel
Grand Hotel Panachoff
Hotel Bristol
Spa—Hotel de l'Europe *
Spalato (Dalmatia)—Grand Hotel Bellevue
Speyer—Hotel du Palatin
St. Goar (Rhine)—Hotel Lilie*
St. Johann im Pongau (Kronland, Salzburg)—Hotel Pongauer Hof
St. Marie-aux-Mines (Alsace)—Grand Hotel
St. Petersburg { Hotel Victoria
Hotel de France
Grand Hotel
Grand Hotel d'Europe
Hotel d'Angleterre
St. Wolfgang—Hotel Peter's Schafbergspitze*
Stettin—Hotel du Nord
Strassburg { Hotel de la Ville de Paris
Hotel National
Palast Hotel
Stuttgart (Wurtemberg)—Hotel Marquardt

Hotels at $2.60—$3.00

Read text carefully

BELGIUM, GERMANY, &c.—*Continued*

Sulden (Tyrol)—Hotel Sulden*, W
Tegernsee (Bavaria)—Hotel Tegernseer-Hof
Teinach (Black Forest)—Hotel Schwarzwald-Bad
Thale—Hotel Zehnpfund
Tilburg (Holland)—Hotel Gouden Zwaan
Titisee (Black Forest)—Hotel Titisee
Tablach—Hotel Sudbahn*
Tedimoos (Black Forest)—Hotel Aigle
Todinau (Black Forest)—Hotel Ochsen
Torbole (Lake of Garda, Austria)—Grand Hotel Torbole*
Trafoi (Tyrol)—Hotel Trafoi*, W
Trentino (Tyrol)—Grand Hotel Lavarone*
Treves—Hotel Porta Nigra
Triberg (Town) (Black Forest) { Hotel Löwen-National
(Cascade) (Black Forest)—Hotel Schwarzwald*
Trieste { Hotel de la Ville, W / Hotel de l'Orme, W
Trient (Tyrol)—Imperial Grand Hotel Triento*
Tuffer, Unter Steiermark—Hotel Kaiser Franz Joseph Bad
Ueberlingen (Lake of Constance)—Hotel des Bains
Uj-Tatrafured—Hotel Bade
Ulm (*Wurtemberg*) { Hotel Russischer Hof / Monster Hotel
Utrecht—Hotel des Pays Bas, W
Valkenberg—Grand Hotel Kurhaus*
Verviers—Hotel du Chemin de Fer
Vienna { Hotel Royal / Hotel Metropole / Hotel Erzherzog Karl / Hotel Matschakerhof / Hotel Bristol, V / Hotel Imperial, V
Villach—Hotel Post
Vohrenbach (Black Forest)—Hotel Kreuz
Wageningen—Hotel de Wageningsche-Berg
Waldshut (Black Forest)—Hotel Blume
Warsaw (Russia)—Hotel Bristol, W
Wehlen—Hotel Deutsches Reich
Wehr (Werrathal) (Black Forest)—Hotel Krone
Wiesbaden { Grand Hotel du Rhin / Hotel Victoria / Hotel Cecilie / Palast Hotel / Hotel Nassau, V
Wildungen—Hotel Kaiserhof*
Wimpfen—Hotel Mathildenbad
Wolfach (Black Forest)—Hotel Krone
Worms—Hotel de l'Europe
Wurzburg—Hotel Kronprinz
Wyk aan Zee—Bad Hotel*
Zakopane (Hungary)—Hotel Pension Skoczysky
Zandvoort—Hotel d'Orange*
Zell a. See { Grand Hotel / Hotel Lebzelter / Hotel Kesselfall Alpenhaus / Hotel Moserboden
Zutphen—Grand Hotel du Soleil
Zwolle—Hotel Keizerkroon

GREECE, MALTA, &c.

Athens—Hotel d'Angleterre
Candia (Crete)—Hotel Cnossus
Chalcis (Greece)—Hotel Palirria
Corfu—Grand Hotel St. George
Corinth—Hotel de la Grande Bretagne
Delphi (Greece)—Grand Hotel d'Apollon Pythien
Malta { Hotel Royal / Hotel d'Angleterre / (*Sliema*)—Modern Imperial Hotel
Megaspilion (Greece)—Hotel Chelmos
Nauplia (Greece)—New Hotel
Olympia (Greece)—New Grand Hotel
Patras—Hotel Patras
Smyrna—Hotel Huck
Sparta—Hotel Panhellinion

SPAIN, PORTUGAL, Etc.

Alcobaca (Portugal)—Hotel Alcobacense
Algeciras—Hotel Anglo Hispano
Alicante—Hotel Reina Victoria
Badajos—Railway Buffet
Barcelona { Grand Hotel / Hotel Grand Continental
Bobadilla—Bobadilla Buffet
Burgos—Grand Hotel de Paris
Bussaco—Palace Hotel
Cadiz—Hotel de France and Paris
Cintra (Portugal) { Lawrence's Hotel / Hotel Costa
Cordova—Grand Hotel Suisse
Escorial { Hotel Miranda / Hotel Reina Victoria
Figueras—Hotel de Commerce
Gibraltar { Grand Hotel / Hotel Bristol
Granada—Hotel Washington Irving
" (*Town*)—Grand Hotel Alameda
Irun—Station Buffet (meals only)
La Granja (near Madrid) Spain—Hotel de l'Europe
Lisbon (Portugal)—Hotel Central
Madrid { Hotel des Ambassadeurs / Grand Hotel de Roma / Grand Hotel / Hotel de la Paix, V
Malaga { Hotel Regina / Hotel Colon
Mont Estoril { Grand Hotel Mont Estoril / Grand Hotel d'Italie
Oporto—Grand Hotel de Paris
Palma (Majorca, Balearic Isles)—Grand Hotel
Ronda { Hotel Gibraltar / Royal Hotel
San Sebastian—Grand Hotel Continental
Saragossa—Hotel Quatre Nations et Univers

Hotels at $2.60—$3.00

Read text carefully

SPAIN, PORTUGAL, &c.—*Continued*

Seville
- Grand Hotel de Paris
- Hotel d'Angleterre
- Grand Hotel de Madrid

Tangier (Morocco)
- Hotel Continental
- Hotel Cecil

Tarragona
- Hotel de Paris
- Grand Hotel Continental

Toledo—Grand Hotel de Castilla

Valencia—Grand Hotel de Rome

ALGERIA—TUNIS

Ain Temouchent—Hotel de Londres

Algiers
- Hotel Alexandra (late Kirsch) (Mustapha Superieur†
- Hotel St. George (Mustapha Superieur)
- Hotel de la Regence (in Town)
- Grand Hotel des Etrangers (in Town)
- Hotel de l'Oasis
- Continental Hotel

Batna—Hotel des Etrangers

Biskra—
- Royal Hotel
- Hotel Victoria
- Palace Hotel

Bizerte (Tunis)—Grand Hotel

Blidah—Hotel d'Orient

Bona—Hotel d'Orient

Bougie—Grand Hotel de France

Constantine—
- Grand Hotel
- Hotel St. Georges et d'Orient
- Hotel de Paris

El-Kantara—Hotel Bertrand

Enfidaville—Grand Hotel

Guelma—Hotel d'Orient

Hammam R'Irha—Hotel des Bains†

Hammam Meskoutine—Etablissement des Bains†

Kairouan—Hotel Splendid

Kerrata—Hotel du Chabet

Korbous—Hotel des Thermes†

Kroubs—Hotel d'Orient

Laghouat—Grand Hotel du Sud

Medea—Hotel d'Orient

Miliana—Hotel du Commerce

Oran—
- Hotel Continental
- Hotel Metropole
- Grand Hotel Victor

Palestro—Hotel du Commerce

Philippeville—Grand Hotel

Setif—
- Hotel de France
- Hotel d'Orient

Sidi Bel Abbes—Hotel Orient

Soukahras—Grand Hotel

Sousse—Grand Hotel

Teniet el Haad—Hotel du Commerce

Tlemcen—Hotel de France

Tunis—
- Tunisia Palace Hotel†
- Grand Hotel
- Grand Hotel de Paris
- Grand Hotel de France

NORWAY, SWEDEN, DENMARK

Bergen
- Hotel Norge
- Hotel Holdt

Bodo—Grand Hotel

Carlskrona—Stadshotellet

Christiania—Grand Hotel

Christiansand—Hotel Ernst

Copenhagen
- Hotel King of Denmark
- Hotel Cosmopolite
- Hotel Phoenix

Fano (*Denmark*)—Hotel King of Denmark

Gothenburg
- Hotel Eggers
- Hotel Göta Källare
- Grand Hotel, W
- Palace Hotel

Klampenborg—Hotel Bains de Mer

Malmo—Kramer's Hotel

Marienlyst—Hotel des Bains

Molde—Alexandra Hotel

Norrkoping—Gota Hotel

Ostenrund—Grand Hotel

Stalheim—Stalheim Hotel

Stavanger
- Grand Hotel
- Hotel Victoria

Stockholm
- Hotel Rydberg
- Crown Prince Hotel
- Grand Hotel, V
- Hotel Continental, W

Trondhjem
- Hotel Angleterre
- Grand Hotel
- Hotel Britannia, W

Vossevangen—Fleischer's Hotel

Hotels at Special Rates

Read text carefully

NORWEGIAN

Special hotel coupons at 9s. per day provide for full board. Consult the tourist agency about this if you are going to use coupons.

AADLAND (Saumanger)—Aadlands Hotel

AALESUND—Schieldrup's Hotel
" Grand Hotel
" Hotel Scandinavie

AANDALSNÆS (Romsdalen)—
" Grand Hotel Bellevue
" Park Hotel
" Hotel Romsdalshorn

AURDAL (Valders)—Frydenlund Hotel

BALHOLMEN (Sognefjord)—
" Hotel Balestrand
" Kviknes Hotel

Hotels at Special Rates

Read text carefully

NORWEGIAN—*Continued*

BATTENFJORDSÖREN—Hotel Konb Oscar II.
BERGEN—Smeby's Hotel
" Hotel d'Angleterre
BÖRTE (Telemarken)—Hotel Börte
BYGLANDSFJORD (nr. Christianssand)—Hotel Breidablik
CHRISTIANIA—Hotel Continental
" Söstrene Scheen's Hotel
" Westminster Hotel
" Hotel Belvedere
" Hotel Scandinavie
DALEN (Telemarken)—Hotel Dalen
" Hotel Bandak
DJUPVAND (Geiranger)—Hotel Djupvashytten
DOKKA (Valders)—Dokka Hotel
DOMAAS (Gudbrandsdalen)—Posting Inn
DRAMMEN—Central Hotel
EDLAND (Telemarken)—Haukelisæter Hotel
EGGE (Nordfjord)—Hotel Egge
EIDE (Hardanger)—Mæland's Hotel
EIDE (Romsdalen)—Lerheim's Hotel
FAGERNÆ (Valders)—
" Fagernæs Hotel
" Fagerlund Hotel
FAGERSTRAND (Vestfjorddalen)—Hotel Fagerstrand
FIBELSTADHAUGEN (Norangsdal, Suneiven) Hotel Norangsdal
FINSE—Finse Hotel
FJELDSÆTER (nr. Frondhjem)—Tourist Hotel
FLADMARK (Romsdalen)—Station Inn
FLEKKEFJORD—Moy's Hotel
FOKSTUEN (Gudbrandsdalen)—Posting Inn
FÖRDE (Söndfjord)—Sivertsen's Hotel
FOSHEIM (Valders)—Fosheim Hotel
FRAMNÆS (Vossenstranden)—Framnæs Hotel
FREITHEIM (Sogn)—Fretheim's Hotel
GOL (Hallingdal)—Rolfshus Hotel
GROTLI—Grotlid Hotel
GRUNGEDAL (Telemarken)—Grungedal Hotel
GUDVANGEN—Hansen's Hotel
" Hotel Vikingvang
GULSVIK—Gulsvik Hotel
HÆG (Lærdal)—Hotel Hæg
HANGASTOL—Hotel Hangastol
HANKÖ—Hankö Hydro (Hankö Bad)
HAUKELI (Telemarken)—
" Hotel Haukeli
" Hotel Haukeli Grand
HEGGENES (Bygdin, Valders) Haggenes Hotel
HELLESYLT (Sunelven)—Grand Hotel
HJELLE (Opstryn Nordfjord)
" Hjelles Hotel
HOLAKER (Gudbrandsdalen)—Posting Inn
HÖNEFOS—Glatved's Hotel
HORGHEIM (Romsdalen)—Station Inn
HUSUM (Lærdal)—Hotel Husum
KONGSBERG—Grand Hotel
" Victoria Hotel
LÆRDALSÖREN—Lindstrom's Hotel
LERFOSSEN (nr. Trondhjem)—Fossestuen Restaurant (Meals only)
LOEN (Nordfjord)—Hotel Alexandra
LOFTHUS (Hardanger)—Hotel Ullensvang
LÖKEN (Valders)—Posting Inn
" " Hotel Orkla
MARISTUEN (Fillefjeld)—Hotel Maristuen
MEROK (Geiranger)—Hotel Union
MUNDAL (Fjærland, Sogn)—Mundal's Hotel
MYRDAL—Hotel Vatnahalsen
NÆSFLATEN (Suldal)—Hotel Bratlandsdal
NARVIK—Hotel Fönix
NORHEIMSSUND (Hardanger)—Sandven's Hotel
NYSTRAND STATION (nr. Skien)—Hotel Eidanger Bad
NYSTUEN (Fillefjeld)—Hotel Nystuen
ODDA (Hardanger)—
" Hotel Hardanger
ODDA Grand Hotel
" Hotel Odda
ODNÆS (Valders)—Odnæs Hotel
OIE (Norangsfjord)—Union Hotel
OILO (Valders)—Vang's Hotel
OLDEN (Nordfjord)—Yri's Hotel
OVRE VASENDEN (Hardanger)—Næsheims Hotel
OPHEIM (Vossestranden)—
" Opheim Hotel
ORMHEIM (Romsdalen)—Ormheim Hotel
OS—Solstrand Hotel
OSEN (Suldal)—Hotel Suldalsporten
RÖLDAL—Hotel Röldal
ROMSDALEN—Halsa Hotel
SÆBO (Hjörundfjord)—Hotel Rilse
SAND—Kaarhus Hotel
SANDE (Söndfjord)—Sivertsen's Hotel
SANDENE (Nordfjord)—
" Hotel Gloppen
" Sivertsen's Hotel
SELJESTAD (Hardanger)—
" Folgefonden Hotel
" Seljestad Hotel
SKAARE (Opstryn, Nordfjord)—Skaare Station Inn
SKEI (Helgheim, Jölster)—Hotel Skei
SKIEN—Grand Hotel
" Höyer's Hotel
" Hotel Royal
SKOGSTAD (Fillifjeld)—Hotel Skogstad
SOHOLT ORSKOUG (Söndmör)—Rasmussen's Hotel
SOLLIHÖGDA, (nr. Christiania)—Posting Inn
SÖRUM (Valders)—Sörum Hotel
SLEMDAL (nr. Christiania)—Fosheim Pension
STALHEIM (Vossestranden)—Hotel Stalheim
STAVENGER—Grand Hotel
" Hotel Victoria
STENKJÆR—Thorbjörnsen's Hotel
" Langlie's Hotel
STOREN—Flagestad's Hotel
STUEFLAATEN (Gudbrandsdalen)—Posting Inn
SUNDVOLDEN (Ringerike)—Sundvolden Hotel
TOFTEMOEN (Gudbrandsdalen)—Posting Inn
TONSAASEN (Valders)—
" Tonsaasen Sanatorium
" Sports Hotel
TRENGEREID (near Bergen) Kvamshoug Hotel
TROMSÖ—Grand Hotel
TRONDHJEM—
Grand Hotel Café } Meals only
Grand Theatre Café }
TVINDE (Vossestranden)—Hotel Tvinde
TYIN (Valders)—Hotel Tyin
ULVIK (Hardanger)—
" Brakanæs Hotel
" Westrheim's Hotel

Hotels at Special Rates

Read text carefully

NORWEGIAN—*Continued*

UTVIKEN (Nordfjord)—Hotel Britannia
VADHEIM (Sognefjord)—Vadheim's Hotel
VIASÆTER (Opstryn, Nordfjord)—Videl sæter Hotel
VIK (Sognefjord)—Hopstock's Hotel
VINJE (Vossestranden)—Hotel Vinje
VISNÆS (Nordfjord)—Hotel Central
VOSSEVANGEN—Fleischer's Hotel

DANISH

SILKEBORG—Hotel Silkeborg

SWEDISH

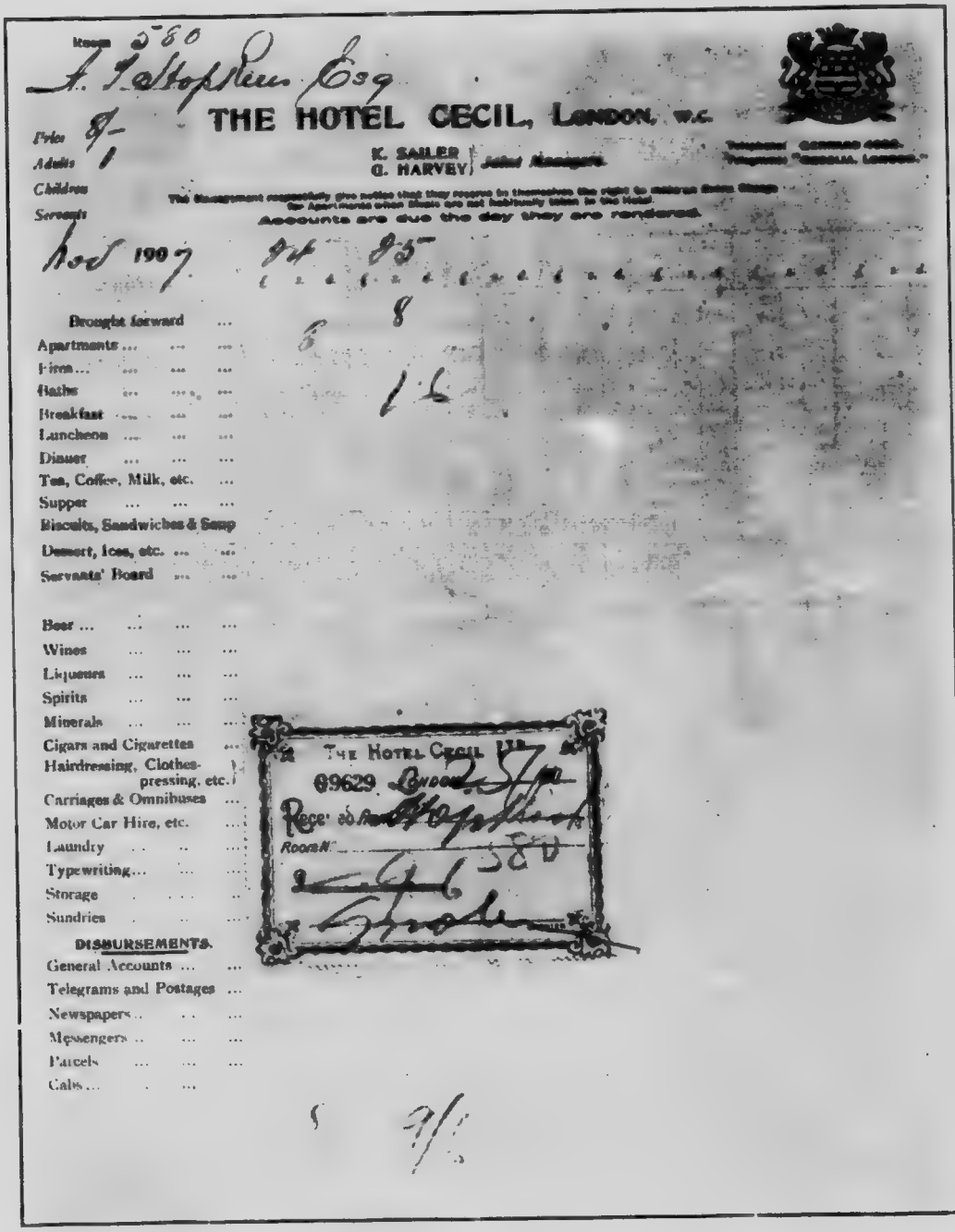
ARE—Grand Hotel
ELFKARLEÖ—Turist Hotel
HELSINGBORG—Hotel d'Angleterre
KARLSTAD—Grand Hotel
KIL—Railway Hotel
(Jernvägs Hotellet)
LIDKÖPING—Hotel Svea
MARSTRAND—Stodshotellet
OCKERÖ—Ockerö Hafsbad (Hydro)
ORSA—Railway Hotel
RATVIK—Railway Hotel
RODSUND—The Canal Hotel
SOLLEFTRA—Hotel Appelberg
TORSBY (Wermeland)—Grand Hotel
" " Tourist "
WENERSBORG—City Hotel (Stadshotellet)

ENGLAND, SCOTLAND AND IRELAND

Coupons for these Hotels cost 10/6 ($2.60), lunch 2/6 extra (60 cents). Full board 12/. For exceptions see tourist agency list if you are going to use coupons. Coupons are hardly as satisfactory in the British Isles as on the continent. The list however is given so that intending tourists may lay out their expenses in advance. Cash will certainly go as far in these hotels as the coupons.

BAKEWELL (Derbyshire)—Rutland Arms
BANGOR FERRY (Wales)—George Hotel
BARMOUTH—Marine Hotel
" Cors-y-gedol Hotel
BEAUMARIS—The Williams-Bulkeley Arms Hotel
BEDDGELERT—Royal Goat Hotel
BIRMINGHAM—Grand Hotel
" Imperial Hotel
BLACKBURN—Old Bull Hotel
BOSCOMBE—Burlington Hotel
BOSTON—Peacock and Royal Hotels
BOURNEMOUTH—Hotel Metropole
BRADFORD—Midland Hotel
BRIGHTON—Grand Hotel
Belvedere Mansions Hotel, King's Road
Hotel Curzon
Queen's Hotel
The Queen's and late Markwell's Hotel
BRISTOL—Royal Hotel, College Green
BUXTON—Royal Hotel
CAMBRIDGE—Bull Hotel
CANTERBURY—The New County Hotel
CARDIFF (Wales)—Royal Hotel
" " Queen's Hotel
CARLISLE—Crown and Mitre Hotel
CARNARVON—Sportsman Hotel
CHELTENHAM—Queen's Hotel
CHESTER—Queen Hotel
" Westminster Hotel
CLEVEDON (Somerset)—Walton Park Hotel
COLWYN Bay—Imperial Hotel
DARLINGTON—King's Head Hotel
DERBY—Midland Hotel
DOVER—Hotel Burlington
DOVERCOURT BAY—Hotel Alexandra
DURHAM—Royal County and Three Tunns Hotels
EASTBOURNE—Albion Hotel
ELY—Bell Hotel; Lamb Hotel
FOLKESTONE—Queen's Hotel
" Royal Pavilion Hotel
FRESHWATER, I.O.W.—Freshwater Bay Hotel
GLASTONBURY—George Hotel
GLOUCESTER—New Inn Hotel
GORLESTON-ON-SEA (near Yarmouth)—Cliff Hotel
HARROGATE—Granby Hotel
HASTINGS—Albany Hotel
" Queen's Hotel
HAYLING ISLAND (Hampshire)—Grand Hotel
HENLEY-ON-THAMES—Catherine Wheel Hotel
HULL—Grosvenor Hotel
HUNSTANTON—Sandringham Hotel
KENILWORTH—The Abbey Hotel
LEAMINGTON SPA—Manor House Hotel
" " Crown Hotel
LEEDS—Queen's Hotel
" Trevelyan Temperance Hotel
" Hotel Metropole
LEICESTER—Grand Hotel
" Wyvern Temperance Hotel
" Bell Hotel
LELANT (Cornwall)—Carbis Bay
LEWES—White Hart Hotel
LINCOLN—Great Northern Station Hotel
" Saracens Head Hotel
LIVERPOOL—Adelphi Hotel
" Exchange Station Hotel
" Hotel St. George
" Compton Hotel
LLANBERIS—Victoria Hotel
LLANDUDNO—Marine Hotel
" Grand Hotel
LLANGOLLEN—Hand Hotel
LONDON—Midland Grand Hotel
" First Avenue Hotel
" Liverpool Street Hotel
" St. Ermin's Hotel, S. W.
" Westminster Palace Hotel, Victoria Street
" Hotel de l'Europe, Leicester Square
" Salisbury Hotel, Salisbury Square
" Devonshire House Temperance Hotel, Bishopsgate Street Without
" The Royal Palace Hotel, Kensington, W.

See section on London for a good list of hotels specially prepared.



Room 580

A. T. Stop Rees Esq

THE HOTEL CECIL, LONDON, W.C.

Price 8/-
Adults 1
Children
Servants

K. SAILER
G. HARVEY } Joint Managers.

Telephone: GERRARD 4000.
Telegrams: "CECILIA, LONDON."

The Management respectfully give notice that they reserve to themselves the right to make an Extra Charge for Apartments when Meals are not habitually taken in the Hotel.

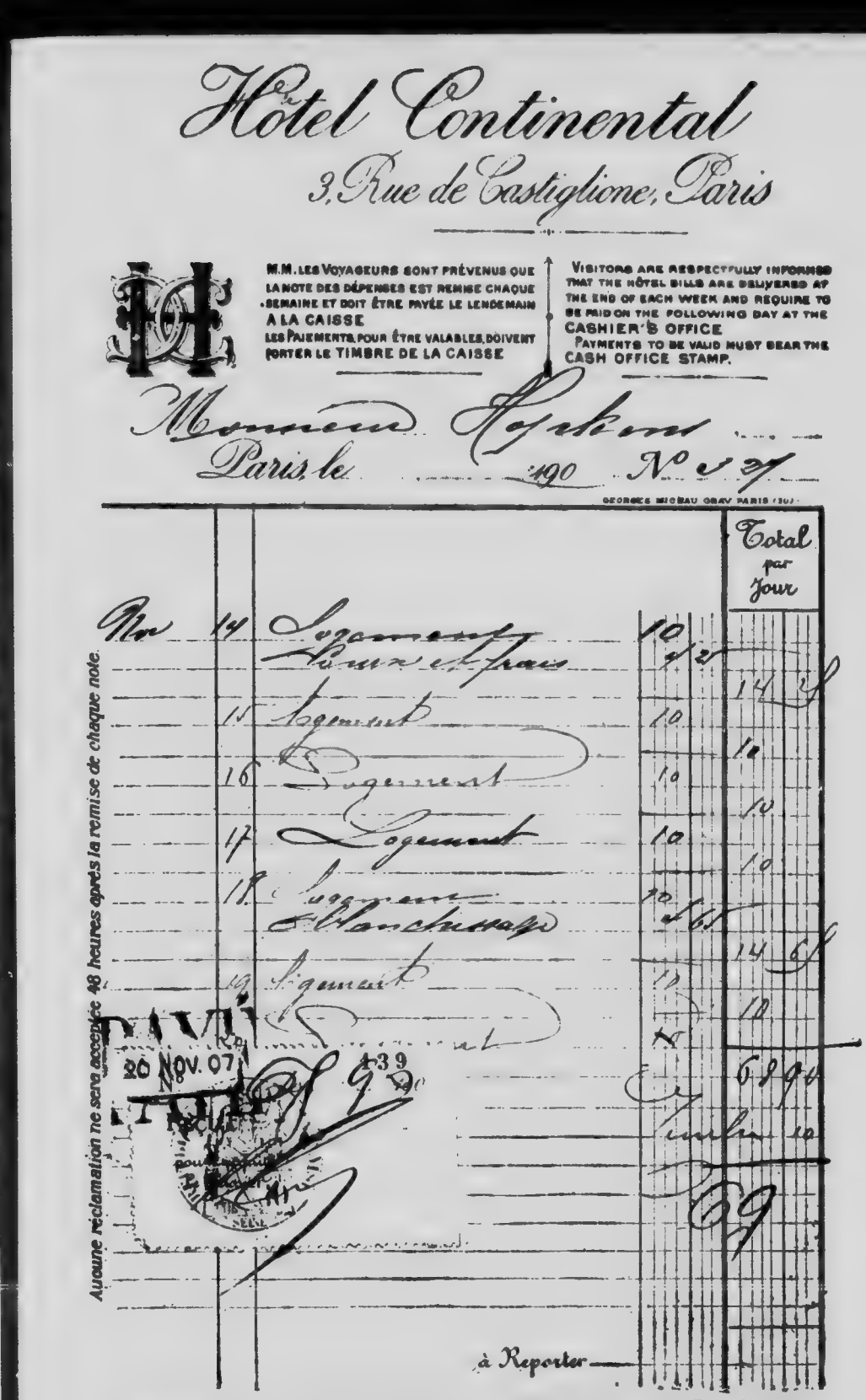
Accounts are due the day they are rendered.

Nov 1907 24 25

Brought forward ...	8
Apartments	6
Firm	
Baths	1 6
Breakfast	
Luncheon	
Dinner	
Tea, Coffee, Milk, etc. ...	
Supper	
Biscuits, Sandwiches & Soup	
Dessert, Ices, etc.	
Servants' Board	
Beer	
Wines	
Liqueurs	
Spirits	
Minerals	
Cigars and Cigarettes ...	
Hairdressing, Clothes-pressing, etc.	
Carriages & Omnibuses ...	
Motor Car Hire, etc. ...	
Laundry	
Typewriting	
Storage	
Sundries	
DISBURSEMENTS.	
General Accounts	
Telegrams and Postages ...	
Newspapers	
Messengers	
Parcels	
Cabs	

THE HOTEL CECIL LTD
09629 LONDON
Received
Room No. 580

EXAMPLE OF HOTEL BILL AT A FIRST-CLASS HOTEL IN LONDON
Accomodations of similiar character would cost about double in New York



Hôtel Continental

3, Rue de Castiglione, Paris

M.M. LES VOYAGEURS SONT PRÉVENUS QUE LA NOTE DES DÉPENSES EST REMISE CHAQUE SEMAINE ET DOIT ÊTRE PAYÉE LE LENDEMAIN A LA CAISSE
LES PAIEMENTS, POUR ÊTRE VALABLES, DOIVENT PORTER LE TIMBRE DE LA CAISSE

VISITORS ARE RESPECTFULLY INFORMED THAT THE HÔTEL BILLS ARE DELIVERED AT THE END OF EACH WEEK AND REQUIRE TO BE PAID ON THE FOLLOWING DAY AT THE CASHIER'S OFFICE
PAYMENTS TO BE VALID MUST BEAR THE CASH OFFICE STAMP.

Monsieur Hopkins

Paris, le 190 N° 327

GEORGES MICEAU GRAV PARIS (30)

				Total par Jour
Nov	14	Logement	10	
		Lavage et frais	4 25	14 25
	15	Logement	10	10
	16	Logement	10	10
	17	Logement	10	10
	18	Logement	10	
		Blanchissage	4 65	14 65
	19	Logement	10	10
		[illegible]	10	
				68 90
			Timbre	10
				69

à Reporter

Aucune réclamation ne sera acceptée 48 heures après la remise de chaque note.

PAYÉ
20 NOV. 07
N° 439
Reçu

EXAMPLE OF A HOTEL BILL AT A FIRST-CLASS PARIS HOTEL
Accommodations of similar character would cost about double in New York

Hotels at Special Rates

Read text carefully

ENGLAND, &c.—*Continued*

MANCHESTER—Grand Hotel
" Mosley Hotel
" Deansgate Temperance Hotel
" Grosvenor Hotel
" Midland Hotel
MARGATE—Queen's and High Cliff Hotels
" White Hart Hotel
MATLOCK-BATH—New Bath Hotel
NANTWICH—Brine Baths Hotel
NEWHAVEN—London and Paris Hotel
NEWPORT (I. of W.)—Warburton Hotel
NORWICH—Maid's Head Hotel
NOTTINGHAM—Victoria Station Hotel
OXFORD—Roebuck Hotel
" Clarendon Hotel
" Randolph Hotel
PARKESTON QUAY (near Harwich)—Parkeston Hotel
RHYL (N. Wales)—Westminster Hotel
RIPON—Unicorn Hotel
ROKER-BY-THE-SEA, Sunderland—Roker Hotel
RYDE (I. of W.)—Royal Pier Hotel
ST. LEONARD'S-ON-SEA—Alexandria Hotel
ST. MARGARET'S BAY, DOVER—St. Margaret's Bay Hotel
SALISBURY—County Hotel
SALTBURN-BY-THE-SEA (Yorkshire)—Alexandra Hotel and Hydro
SCARBORO'—Pavilion Hotel
SHANKLIN (I. of W.)—Royal Spa Hotel
SHEERNESS—Royal Fountain Hotel
SOUTHAMPTON—South Western Hotel
SOUTHPORT—Queen's Hotel
STRATFORD-ON-AVON—Red Horse Hotel
SUTTON COLDFIELD—Royal Hotel
TREFRIW (N. Wales)—Hotel Belle Vue
TRING—Rose and Crown Hotel
VENTNOR—Esplanade Hotel; Royal Hotel; Royal Marine Hotel
WARWICK—Woolpack Hotel
WESTCLIFF-ON-SEA (near Southend)—Queen's Hotel
WEST HARTLEPOOL—Grand Hotel
WINDSOR (Bucks.)—White Hart Hotel
WOODHALL SPA—Royal Hydro Hotel
WORCESTER—Crown Hotel
YORK—Harker's Hotel

Hotels at $3.00

SCOTLAND

ABERDEEN—Palace Hotel
" Grand Hotel
ABERFELDY—Weem Hotel
" The Palace Hotel
ABERFOYLE—Bailie Nicol Jarvie Hotel
ARDLUI (Loch Lomond)—Ardlui Hotel
ARDNADAM—Ardnadam Hotel
ARROCHAR (Loch Long)—Arrochar Hotel
AYE—Station Hotel
BALLACHULISH—Ballachulish Hotel
BALLATER—Invercauld Arms Hotel
BANAVIE—The Lochiel Arm
BIRNAM—Birnam Hotel
BLAIR ATHOLE—Athole Arms
BLAIRGOWRIE—Queen's Hotel
" Royal Hotel
BOAT OF GARTEN—Station Hotel
BRIDGE OF ALLAN—Philp's Royal Hotel
CALLANDER—Dreadnought Hotel
CRINAN—Crinan Hotel
DALMALLY—Dalmally Hotel
DUMFRIES—Station Hotel
" King's Arms Hotel
DUNBLANE—Dunblane Hotel-Hydro
DUNDEE—Lamb's Temperance Hotel
" Queen's Hotel
DUNKELD—Athole Arms
DUNOON—Argyle Hotel
EDINBURGH—North British Station Hotel
" Carlton Hotel
" Royal Hotel
" Cockburn Temperance Hotel
" Royal British Hotel
ELIE—Marine Hotel
FORRES—Royal Station Hotel
FORT AUGUSTUS—Lovat Arms and Station Hotel
FORT WILLIAM—New Station Hotel
GAIRLOCH—Gairloch Hotel
GLASGOW—North British Station Hotel
" St. Enoch Station Hotel
" Windsor Hotel (late Maclean's)
" Grand Hotel
GRANTOWN-ON-SPEY—Grant Arms Hotel
HELENSBURGH—Queen's Hotel
INNELLAN—Royal Hotel
INVERARY—Argyll Arms Hotel
INVERNESS—Palace Hotel
" Station Hotel
" Caledonian Hotel
" Alexandra Hotel
INVERSNAID (Loch Lomond)—Inversnaid Hotel
JOPPA (near Edinburgh)—Queen's Bay Hotel
KENMORE (Loch Tay)—Kenmore Hotel
KIRN—Queen's Hotel
KYLE OF LOCHALSH—Station Hotel
LOCH AWE—Loch Awe Hotel
" Hotel Port Sonachan
LOCH KATRINE—Stronachlachar Hotel
" Trossachs Hotel
LOCHNESS—Foyers Hotel
MALLAIG—Station Hotel
MELROSE—George and Abbotsford Hotel
" Abbey Hotel
NAIRN—Station Hotel
OBAN—Station Hotel
" Marine Hotel
" Caledonian Hotel
" Columba Hotel
" Alexandra Hotel
PEEBLES—Peebles Hydropathic Establishment
PERTH—Station Hotel
PITLOCHRY—Fisher's Royal Hotel
PORTREE, ISLE OF SKYE—Royal Hotel
ROTHESAY—Queen's Hotel
" Bute Arms Hotel
" Glenburn Hydropathic Establishment
" Royal Hotel
ROWARDENAN (Loch Lomond)—Rowardennan
ST. ANDREWS—Grand Hotel
SPEAN BRIDGE—Abinger Arms Hotel
STIRLING—Golden Lion Hotel

Hotels at $3.00

SCOTLAND—*Continued*

STONEHAVEN—Stonehaven Bay Hotel
STRANRAER—George Hotel
" King's Arms Hotel
STRATHPEFFER—Ben Wyvis Hotel
TARBET (Loch Lomond) Tarbet Hotel
TIGH-NA-BRUAICH—Royal Hotel
TROON—Marine Hotel
ULLAPOOL (Ross-shire)—Royal Hotel

IRELAND

ACHILL ISLAND—(see Dugort)
ARMAGH—Beresford Arms Hotel
ATHLONE—Victoria Hotel
BALLINA—Imperial Hotel
BALLYCASTLE (Co. Antrim)—Marine Hotel
" " Antrim Arms
BANTRY—Vickery's Hotel
BELFAST—Royal Avenue Hotel
" Grand Central Hotel
" Station Hotel
BLARNEY—St. Ann's Hill Hydropathic
BRAY—International Hotel
" Marine Station and Bray Head Hotels
BUNCRANA—Lough Swilly Hotel
BUNDORAN—Great Northern Hotel
CAHIRCIVEEN—Leslie's Railway Hotel
CAPPOQUIN—Morrisey's Hotel
CARAGH LAKE—Great Southern Hotel
CARRICK—Glencolumbkille Hotel
CLIFDEN—Railway Hotel
CORK—Imperial Hotel
DROGHEDA—White Horse Hotel
DUBLIN—Hotel Metropole
" Gresham Hotel
" Grosvenor Hotel
" Imperial Hotel
" Shelbourne Hotel
" Russell's Temperance Hotel
" Nassau Hotel
" Royal Hibernian Hotel
" Buswell's Hotel
" Monte Clare Hotel
DUGORT (Achill Isle)—The Slievemore Hotel
ENNISKILLEN—Imperial Hotel
" Royal Hotel
GALWAY—Railway Hotel
" Mack's Royal Hotel
GIANT'S CAUSEWAY—Causeway Hotel
GLENDALOUGH—Royal Hotel
GLENGARDIFF—Roche's Hotel
GREYSTONES—Grand Hotel
HOWTH—The Claremont Hotel
KENMARE—Great Southern Hotel
KILBRITTAIN—Atlantic Golf Links Hotel
KILKEE—Moore's Hotel
KILLALOE—Lakeside Hotel
KILLARNEY—Great Southern Hotel
" Lake Hotel
" Royal Victoria Hotel
KILLORGLIN—Railway Hotel
LAHINCH—Golf Links Hotel
LARNE—Olderfleet Hotel
LEENANE—Leenane Hotel
LIMERICK—Cruise's Royal Hotel
" Royal George Hotel
" Glenworth Hotel
LISDOONVARNA—Queen's Hotel
" Atlantic View Hotel
" Royal Spa Hotel
LISMORE—The Devonshire Arms Hotel
LONDONDERRY—Ulster Hotel
" City Hotel
LOUGH ERNE—Rosslare Hotel
MACROOM—Williams Hotel
MALAHIDE—Grand Hotel
MALLARANNY—Railway Hotel
NEWCASTLE (Co. Down)—Slieve Donard Hotel
NEW ROSS—Royal Hotel
PARKNASILLA—Great Southern Hotel
PORTRUSH—Northern Counties Railway Hotel
PORT SALON—Port Salon Hotel
QUEENSTOWN—Queen's Hotel
RATHDRUM—Grand Central Hotel
RECESS—Railway Hotel
ROSAPENNA—Rosapenna Hotel
ROSSLARE—Kelly's Hotel
ROSTREVOR—Great Northern Hotel
SLIGO—Victoria Hotel
STRABANE—Abercorn Arms Hotel
THURLES—Hotel Munster
VALENTIA—Royal Hotel
WARRENPOINT—Great Northern Hotel
WATERFORD—Imperial Hotel
WATERVILLE—Great Southern Hotel
" Bay View Hotel
" The Butler Arms Hotel
WESTPORT—Railway Hotel
WEXFORD—White's Hotel
WICKLOW—Grand Hotel
WOODENBRIDGE—Woodenbridge Hotel
YOUGHAL—Devonshire Arms Hotel

NORTH OF ENGLAND, ISLE OF MAN AND THE LAKE DISTRICT

Coupons for full board cost 11/ per day ($2.75)
AMBLESIDE—Queen's Hotel
" Salutation Hotel
" Waterhead Hotel
APPLEBY (Westmoreland)—Tufton Arms Hotel
BARE (*near Morecambe*)—Elms Hotel
BARROW-IN-FURNESS—Victoria Park Hotel
BLACKPOOL—The Palatine Hotel
" County and Lane Ends Hotel
BORROWDALE (*Keswick*)—Borrowdale Hotel
Bowness—Old England Hotel
CONISTON—Waterhead Hotel
DOUGLAS (*Isle of Man*)—Grand Hotel
" Villiers Hotel
FURNESS ABBEY—Furness Abbey Hotel
GRASMERE—Rothay Hotel
" Prince of Wales Hotel
HEXHAM-ON-TYNE—The Abbey Private Hotel
KESWICK—Keswick Hotel
LIVERPOOL—Hotel St. George
" Compton Hotel
MORECAMBE—Midland Hotel
NEWCASTLE-ON-TYNE—Grand Hotel
PENRITH—George Hotel
" Crown Hotel
" (*Patterdale*)—Ullswater Hotel

Hotels at $3.00

NORTH OF ENGLAND, &c.—*Continued*

SEASCALE—Scawfell Hotel
ULVERSTON—Sun Hotel
WINDERMERE—Hydropathic Hotel
WINDERMERE—Storr's Hall Hotel
" (*Lakeside*)—Swan Hotel, Newby Bridge
" " Lakeside Hotel

WEST OF ENGLAND

ASHBURTON—Golden Lion Hotel
BIDEFORD—Tanton's Hotel
" New Inn Family Hotel
BODMIN—Royal Hotel
BOSCASTLE (*N. Cornwall*)—Wellington Hotel
BUDE—Falcon Hotel
CAMELFORD—King's Arms Hotel
CLIFTON (*near Bristol*)—Queen's Hotel
DARTMOUTH—Royal Castle Hotel
" Raleigh Hotel
DULVERTON—Caarnavon Arms
EXETER—Half Moon Hotel
HELSTON—Angel Hotel
ILFRACOMBE—Ilfracombe Hotel
" Imperial Private Hotel
KINGSBRIDGE—King's Arms Hotel
LAUNCESTON—White Hart Hotel
LIZARD Point—The Lizard Hotel
LYNTON (*North Devon*)—
Valley of Rocks Hotel
" Royal Castle Hotel
NEWTON ABBOTT—Globe Hotel
PAIGNTON—Gerston Hotel
" Esplanade Hotel
PENZANCE—Union Hotel
" Queen's Hotel
PLYMOUTH—Duke of Cornwall Hote
" Royal Hotel
" Grand Hotel
SCILLY—(*St. Mary's*)—Holgate's Hotel
TORQUAY—Victoria and Albert Hotel
" Royal Hotel
TOTNES—Seymour Hotel
TRURO—Royal Hotel
WADEBRIDGE—Molesworth Arms Hotel
WEYMOUTH—Crown Hotel

LIST "R"

Hotels at $1.85—$2.00

FRANCE

Coupons for these hotels cost $1.85 a day for full board. Supplements rarely required, $2.00 will cover everything.

All the Hotels in the following list are not open during the entire year. Special reference is made in regard to the time of year the houses in question are closed, but the exact dates of opening and closing can be obtained from any of the Agents of the tourist company. The * means closed in winter, † means closed in summer.

ABBEVILLE—Hotel de France
ABRIES—Grand Hotel*
AIX-EN-PROVENCE (near Marseilles)—Hotel Negre Coste
AIX-LES-BAINS—
Hotels de la Paix et Derouge*
Hotel de Geneve*
Hotel de Russie et des Colonies
AJACCIO, Corsica—Hotel des Etrangers†
ALBERTVILLE—Hotel de la Balance
AMIENS—Hotel de France et d'Angleterre
ANTIBES—Hotel Terminus
ARCACHON—Hotel de la Gare
ARGELES-GAZOST—Hotel Beau Sejour
ARGENTIERES (near Chamounix)—Hotel de la Couronne
ARLES—Grand Hotel du Nord-Pinus
ARROMANCHES (Normandy)—
Grand Hotel du Chemin de Fer*
ASNELLES—Hotel Belle Plage
AURAY (Brittany)—Hotel du Pavillon
AVIGNON—Hotel Crillon
Hotel du Louvre
AVRANCHES, Normandy—Hotel d'Angleterre
BAGNERES DE LUCHON—
Grand Hotel Cave et d'Europe
Hotel Canton*
BAGNOLES-TESSE-MADELEINE—Hotel de la Madeleine
BAINS LES BAINS (Vosges)—
Grand Hotel des Bains*
BARBIZON—Hotel de la Clef d'Or
BAYEUX—Grand Hotel du Luxemburg
BEAUVAIS—Hotel Continental
BERCK PLAGE—Grand Hotel de la Paix
BESANCON—Grand Hotel du Nord
BIARRITZ—Hotel de Bayonne et Metropole
Hotel Pension, St. Julien et du Midi
Hotel Bristol
BLONVILLE-S.-M—Hotel de la Terrasse
Normandy Hotel
BORDEAUX—Hotel Restaurant Beeli
BOULOGNE—Berry's Hotel
Grand Hotel du Louvre
BOULOURIS (near St. Raphael)—
Grand Hotel*
BOURG—Grand Hotel de la Paix et Terminus
Grand Hotel du Bourg d'Oisans
BREST—Hotel de France
CABOURG—Hotel du Casino
CAEN (Normandy)—Hotel de France
Hotel de la Victoire
CALAIS—Hotel Meurice
CANNES—Hotel de Paris†
Hotel d'Europe†
Hotel de France†
Hotel Victoria
CARENTAN—Hotel d'Angleterre
CARHAIX—Hotel de France
CARNAC (Brittany)—Hotel des Voyageurs)
CARNAC-PLAGE—Grand Hotel*
CARTERET—Grand Hotel de la Mer*
CAUDEBEC-EN-CAUX (Normandy)—Hotel du Havre
CAUTERETS—Hotel Bellevue*

Hotels at $1.85—$2.00

FRANCE—*Continued*

CHAMBERY—
Grand Hotel de la Poste et Metropole
CHAMOUNIX—
Hotel Beau Site and Continental
Hotel de France et de l'Union*
Hotel de la Croix Blanche
CHENONCEAUX—
Hotel du Bon Laboureur et du Chateau
CHINON—Hotel de la Boule d'Or
Hotel de France
CLERMONT FERRAND—
Grand Hotel de la Paix
CLAUSES—Hotel National
COGNAC—Grand Hotel de Londres
CONCARNEAU (Brittany)
Grand Hotel des Voyageurs
Grand Hotel
CONTAINVILLE-LES-BAINS (Normandy)—
Grand Hotel*
COURSEULLES-SUR-MER—
Hotel des Etrangers
COUTANCES—Hotel d'Angleterre
DIEPPE—Hotel Chariot d'Or
Hotel du Globe du Nord et Victoria*
DIGNE—Hotel Boyer-Mistre
DIJON—Grand Hotel de Bourgogne
DINAN—Hotel de Paris et d'Angleterre
DINARD (Brittany)—Hotel Bellevue*
DIVONNE-LES-BAINS—
Hotel Pension des Etrangers
DOL DE BRETAGNE—Hotel Grand Maison
ETRETAT—Hotel d'Angleterre*
EVREUX—Hotel du Cheval Blanc
FALAISE—Hotel du Grand Cerf
Hotel de Normandie
FECAMP (Normandy)—Hotel Canchy
GERARDMER—Maison de Famille Bouton
GIROMAGNY—Hotel du Bœuf
GISORS—Hotel de l'Eau de France
GRANDCAMP LES BAINS—Hotel Villa Belle Vue
Grandcamp Hotel
GRANVILLE (Normandy)—
Grand Hotel des Bains
GRASSE—Hotel Pension Bellevue†
GRENOBLE—Hotel de l'Europe
GUINGAMP—Hotel de l'Ouest
HAVRE—Hotel d'Angleterre
HENDAYE—Grand Hotel Imatz
HUELGOAT (Brittany)—Hotel de France
HYERES—Hotel Beau Sejour†
LA BOURBOULE—
Grand Hotel des Ambassadeurs
Hotel du Parc*
LA FAUCILLE S. GEX—Hotel de la Couronne
LAMBALLE—Hotel de France
Hotel des Bains Val Andre
LA NAPOULE—Golf Hotel et des Bains
LANDERNEAU—Hotel de l'Univers
LANGEAIS—Family House Hotel
Hotel du Lion d'Or
LANNION—
Hotel de l'Europe, Rue de Capucins
LAON—Hotel de la Hure
LA ROCHELLE—Grand Hotel du Commerce
LE LAVANDON-SUR-MER (Var)—
Grand Hotel de la Mediterranée
LES ANDELYS—Hotel de la Chaine d'Or
LES PRAZ (near Chamounix)—
Splendid Hotel
LION SUR MER (Calvados)—
Grand Hotel de la Plage
LISIEUX—Hotel de France et d'Espagne
LOCHES—Hotel de France
LOURDES—Hotel Belge et de Madrid
Hotel Notre Dame
LOVERE—Hotel Lovere
LUC-SUR MER—Hotel des Familles*
Hotel du Petit Enfer
LUX (St. Sauveur)—
Grand Hotel de Londres
LYONS—Grand Hotel de Russie
LYONS-LA-FORET—Hotel de la Licorne
MACON—Hotel des Champs Elysees
MARSEILLES—Hotel de Geneve
MENTONE—Hotel de Turin†
Hotel Britannia†
MERS—Hotel de la Plage
MERU (Oise)—Hotel du Lion d'Or
MONACO (Monaco)—Hotel de Nice
MONT DORE—Hotel Tournaire
MONTE CARLO (Monaco)—Hotel National
MONTREUIL-SUR-MER—
Hotel de France et d'Europe
MORLAIX, Brittany—Hotel Bozellec
NANTES—Hotel du Commerce et des Colonies
NERIS-LES-BAINS—Grand Hotel Berger*
NICE—Hotel des Princes†
Hotel Busby†
Hotel de Berne
Pension Miramare†
(Suburb St. Barthelemy)—
Grand Hotel St. Barthelemy†
(Cimiez)—The English Hotel†
Hotel de Bade and O'Connor
NIMES—Hotel d'Europe et de Provence
PARAME (Brittany)—Hotel de la Plage
PARIS—Hotel Prince des Galles
Hotel Londres et Milan
Hotel du Pas de Calais, 59, Rue des Sts. Peres
Hotel des Tuileries
Hotel de Dijon
Hotel Prince Albert
Hotel du Chariot d'Or
See Paris in Index for full list of hotels
PAU—Hotel de la Poste
PERPIGNAN—Hotel de la Loge
PERROS-GUIREC (Brittany)—Grand Hotel*
PIERREFONDS (Oise)—Grand Hotel des Bains
PONT AUDEMER (Normandy)—
Hotel du Lion d'Or, Rue Gambetta
PONTORSON (Normandy)—Hotel de l'Ouest
PORNICHET—Grand Hotel de Pornichet
QUIMPER (Brittany)—Hotel de France
QUIMPERLE (Brittany)—Hotel du Commerce
REMIREMONT (Vosges)—Hotel des Deux Clefs
RENNES—Grand Hotel Jullien
RETOURNEMER (Vosges)—
Hotel Restaurant de Retournemer
RIVA BELLA (Normandy)—
Hotel de la Plage
Hotel de Chalet
ROUEN—Restaurant de Paris, Rue de la Grosse Horloge
Hotel Victoria
SABLE-SUR-SARTHE—Hotel Saint Martin
SEDAN—Grand Hotel de la Croix d'Or
SIXT (Haute Savoie)—Hotel Fer a Cheval
STE. BAUME (Var)—Hotel Ste. Baume
ST. GERMAIN EN LAYE—Hotel du Grand Cerf
ST. LO (Normandy)—Hotel de Normandie

Hotels at $1.85—$2.00

FRANCE—*Continued*

SAINTE MARGUERITE (near Pornichet, Loire Inferieure)—Hotel de la Plage
ST. MALO—Hotel Central Benoit*
Hotel du Louvre
Grand Hotel du Centre et de la Paix
ST. MICHEL DE MAURIENNE (Savoie)—Terminus Hotel
SAINT NAZAIRE—Hotel de Bretagne
ST. QUENTIN—Hotel du Commerce
ST. SAUVEUR-LES-BAINS—Grand Hotel des Bains et des Princes Reunis
ST. VALERY-EN-CAUX—Hotel de l'Aigle d'Or
THONON-LES-BAINS—Hotel de France
TOULOUSE—Hotel de Paris
TOURS—Hotel de l'Europe
TROUVILLE (Normandy)—Hotel du Chalet
Hotel du Louvre*
VANNES—Hotel du Dauphin
VERNET-LES-BAINS—Hotel Etablissement Thermal
VERNON—Hotel d'Evreux
VICHY—Hotel Bellevue
Grand Hotel de Milan
VILLARD-DE-LANS—Hotel de Paris
VILLEDIEU-LES-POELES—Hotel du Louvre
VIRE—Hotel St. Pierre
VITRE—Hotel de France
VIZZAVONA (Corsica)—Grand Hotel de Vizzavona
WIMEREUX-PLAGE—Grand Hotel de la Plage*

SWITZERLAND

ADELBODEN—Hotel Bellevue
AIROLO—Hotel Rossi
Hotel de la Poste
ALPNACH-STAD—Hotel Pilatus Dependence Station Buffet
ALTDORF—Hotel du Lion Noir
Hotel de la Clef d'Or
ANDERMATT—Hotel Touriste*
Hotel Pension Krone
Hotel Monopol
AQUAROSSA—Hotel Aquarossa*
AROSA—Hotel Bristol and Schweizerhau
Hotel and Pension Rhatia and Germania
BALE—Hotel St. Gothard
Hotel Bauer am Rhin
BELLINZONA—Hotel du Cerf
BERGUN—Hotel White Cross
BERNE—Bear Hotel
Hotel Pfistern
BEX—Hotel des Alpes
BIENNA—Hotel de la Gare
BŒNIGEN (Lac de Brienz)—Hotel Belle Rive*
BOUVERET (Valais)—Grand Hotel de l'Aiglon*
BRIENZ—Hotel de l'Ours
BRIGUE—Hotel de Londres
BRUNNEN—Hotel Rossli
BULLE—Hotel des Alpes
CASTAGNOLA (near Lugano)—Hotel Pension Villa Castagnola†
CHAMPERY—Hotel de Champery
CHAMPEX—Hotel Pension du Lac*
CHATEAU D'OEX—Hotel and Pension de l'Ours
CHILLON—Hotel Chillon
COIRE—Hotel Lukmanier-Terminus
DACHSEN (Falls of the Rhine)—Hotel Schloss Laufen*
DARLIGEN—Hotel Pension du Lac
DAVOS PLATZ—Eden Hotel and Pension
DELEMONT—Hotel du Faucon
ENGELBERG—Hotel Engel*
Hotel Victoria
ENTLEBUCH (near Lucerne)—Hotel Schimbergbad*
ERMATINGEN (Thurgan—Hotel and Pension) Schloss Wolfsberg
FIONNAY—Hotel du Grand Combin*
FLUELEN—Hotel Tel et Poste
FORCLAZ (near Martigny)—Hotel de la Fougere*
FRIBOURG—Hotel Suisse
FRUTIGEN—Central Hotel
Hotel Terminus
GENEVA—Hotel Terminus
Hotel des Alpes
Hotel International
GLION—Hotel Pension Champs Fleuri
GOESCHENEN—Hotel de la Gare*
GRINDELWALD—Hotel Alpenruhe
Hotel du Glacier
Hotel and Pension Burgener
GUTTANEN—Hotel Haslital*
HERISAU—Hotel du Lion
HOSPENTHAL—Hotel Lion*
IMMENSEE—Hotel and Pension Rigi
INTERLAKEN—Hotel du Pont
Hotel Beau Site*
Hotel St. Gothard
JOGNY S. VEVEY—Hotel du Parc
KUSSNACHT—Hotel Mon Sejour*
LAUSANNE—Hotel du Grand Pont
Hotel National
Hotel Mont-Fleuri
LAUTERBRUNNEN—Hotel Adler*
LENZERHEIDE—Hotel Schweizerhof
LE PONT (Lac de Jour)—Grand Hotel du Lac de Jour
LINTHAL—Hotel Bahnhof
LOCARNO—Hotel Beau Rivage et d'Angleterre
LUCERNE—Hotel de l'Ange
Hotel Rutli
Hotel Helvetia
Lake of Lucerne Steamers (meals only)
LUGANO—Hotel Lugano
Hotel Washington
Hotel Pension Villa Carmen au Lac
Hotel Beau Rivage*
MARTIGNY—Hotel National
MAYENS DE SION (Rhone Valley)—Hotel de la Rosa Blanche*
MEIRINGEN—Hotel Brunig*
Hotel Meiringerhof
Hotel Oberland*
MELCHTHAL—Hotel and Pension Alpenhof
Hotel and Pension Melchthal
MONNETIER (Saleve, near Geneva)—Grand Hotel du Parc et du Chateau
MONTBOVON—Hotel Pension de la Gare
MONTREUX—Hotel Beau Rivage
Hotel de la Paix
Hotel Splendid

Hotels at $1.85—$2.00

SWITZERLAND—*Continued*

Montreux (Territet)—Hotel de Hollande
Morgins-les-Bains (Valais)—
Hotel Pension de la Fôret*
Murren—Hotel and Pension Eiger*
Naters-Brigue—Hotel des Alpes
Neuchatel—Hotel du Soleil
Neuhausen—Hotel Bellevue
Nyon (Lake Geneva)—Hotel des Alpes
Oberhofen—Kurhaus Hotel Victoria*
Olten—Hotel Suisse
Pontresina—Hotel and Pension Bernina
Ragaz—Hotel St. Gallerhof
Rapperswyl—Hotel et Pension du Lac
Reckingen—Hotel Pension Blinnerhorn
Rheinfelden—Hotel Dietschy am Rhein
Rigi Kalthad—Hotel Bellevue
Rigi-Klosterli—Grand Hotel de l'Epée*
Rolle—Hotel Tête Noire
Rorschach—Hotel Bodan
Rosetto (Bellinzona)—
Hotel and Pension du Cerf
Saanen—Hotel Gross-Landhaus
Saas Fee (Valais)—Hotel du Glacier
Salvan (Valais)—Hotel de Salvan and des Gorge du Triege
Schaffhausen—Hotel Riesen
Schuls-Tarasp—Hotel du Parc
Schwyz—Hotel du Cheval Blanc
Selzach—Hotel zum Kreuz
Sepey (Valais des Ormonts)—
Hotel du Mont d'Or
Sion—Hotel de la Gare
Soglio—Pension Willy
Soleure—Hotel Hirsch
Spiez—Hotel Restaurant de la Gare
Hotel Kurhaus*
Hotel Pension Belvedere*
Splugen—Hotel Post*
Stannstad—Hotel Winkelried
Stein a/Rhein—Hotel Sonne
St. Beatenberg—Hotel Silberhorn*
Hotel Alpenrose*
Hotel and Pension National
St. Maria I/M—Hotel Schweizerhof*
St. Moritz—Hotel National*
St. Moritz-Dorf—Hotel Albana
Hotel Bristol Bahnhof
Thun—Hotel Falken
Tiefenbach (Furka Pass)—
Hotel Tiefengletsch*
Urigen—Hotel and Pension Posthaus*
Vernayaz—Hotel Victoria et des Alpes
Vevey—Hotel le Chateau
Villeneuve—Hotel du Port
Visp—Hotel du Soleil
Vitznau—Hotel Rigi
Wadensweil—Hotel Engel
Weesen—Grand Hotel Weesen
Hotel de l'Epee
Weggis—Pension Villa Alpenblick
Weissenberg—Hotel Weisse Burg*
Wengen—Hotel Falken
Zermatt—Hotel de la Poste
Hotel Terminus*
Zurich—Hotel Schweizerhof
Hotel Schwert
Zweisimmen
Hotel et Pension de la Couronne

ITALY AND SICILY

Alassio—Hotel Victoria
Alessandria—
Hotel Grand Mogol et des Etrangers
Amalfi—Hotel de la Lune
Hotel Marine Rivere
Anacapri—Hotel Victoria
Aosta—Hotel Corona
Hotel Suisse
Arona—Hotel d'Italia
Assisi—
Hotel Giotto and Pension Belle Vue
Battaglia—Hotel Italy
Baveno—Hotel Simplon*
Hotel Beau Rivage
Hotel Suisse et des Iles Borromees
Bellagio—Hotel Pension Genezzini*
Hotel Florence
Belluno—Hotel Belluno†
Bergamo—Hotel Chapeau d'Or
Bologna—Hotel Pellegrino
Hotel Stella d'Italia e Aquila Nera
Hotel du Parc
Bordighera—
Grand Hotel des Iles Britanniques†
Bormio—Hotel de la Poste
Hotel des Vieux Bains
Brescia—Hotel d'Italie
Hotel Brescia
Brindisi—Hotel de l'Europe
Cadenabbia—Hotel Belle Iles*
Cannero (Lake Maggiore)—Hotel Italia
Cannobio (Lake Maggiore)—
Hotel Cannobio et Savoie
Capri—Hotel Royal
Hotel Bristol
Carate (Lake Como)—Hotel Lario
Caserta—Hotel Victoria
Castellamare—Station Buffet
Cava dei Tirreni (near Salerno)—
Hotel Victoria
Cernobbio—Hotel Pension Rhine Olga
Certosa Pavia—Hotel de la Ville
Chatillon (near Aosta)—Hotel de Londres
Chiavenna—
Hotel Helvetia and Specola
Collio—Grand Hotel Mella*
Como—Hotel d'Italie et d'Angleterre
Hotel Metropole
Hotel Pension Bellevue
Grand Hotel Volta
Desenzano—Hotel Royal Mayer
Hotel Splendid
Domo d'Ossola—Hotel Milan
Fasano (Riviera, Lake Garda)—
Hotel Bellevue†
Florence—Hotel Porte Rossa
Hotel de Londres et Metropole
Gardone Riviera—Hotel and Restaurant Benaco
Genoa—Hotel Milan
Hotel de France
Hotel Helvetia
Iseo sul Lago—Hotel del Leon d'Oro
Lanzo d' Intelvi (Lake Lugano)—
Grand Hotel Belvedere*
Laveno—Hotel de la Poste
Lecco—Hotel Mazzolein

Hotels at $1.85—$2.00

ITALY AND SICILY *Continued*

LEGHORN—
Hotel Giappone et Grande Bretagne
LENNO—Hotel Regina
LEVANTO—Grand Hotel
LORETO—Grand Hotel Campania and Poste
Hotel Pace Gemelli
MACUNAGA—Hotel Belvedere*
Hotel Mont Moro*
MAGIANICO—Hotel Climatique
MILAN—Hotel Victoria
Hotel de France
Hotel Central Pozzo
MISURINA—Hotel Misurina*
NAPLES—Hotel Pension de la Riveira
Hotel de Naples
Hotel Isotta et de Geneve
Hotel Bellevue
Hotel Metropole
NERVI—Schichert's Parc Hotel
ONEGLIA (Italian Riviera)—Grand Hotel†
OSPEDALETTI—Hotel Pension Suisse†
PALLANZA
Hotel St. Gothard Pension Suisse
PEGLI—Hotel de la Ville
PIEDIMULERA—Hotel Couronne and Poste
PISA—Grand Hotel de Londres
Hotel Nettuno
Hotel Minerva et Ville
POMPEII—Grand Hotel Pompeii
RAPALLO—Hotel Beau-Rivage
RAVELLO—Hotel and Pension del Toro
RAVENNA—Hotel Royal
ROME—Capital Hotel
Hotel d'Allemagne
Fisher's Park Hotel
Hotel Geneve
RUTA—Hotel d'Italie
SALICE—Hotel Milan
SALSOMAGGIORE—Hotel Cavour
SAN GIMIGUANO—Hotel Centrale Vittoria
SAN REMO—Hotel Metropole
Cosmopolitan Hotel
SANTA MARIA DEGLI ANGELI (near Assisi)—
Hotel Porziuncola
SANTA MARGHERITA—Hotel Regina Elena
SAN VITO DI CADORE—Hotel Marcora*
SAVONA—Hotel Rome
SIRMIONE—Grand Hotel des Termes*
SORRENTO—Hotel de la Syrene
S. MARIA MAGGIORE (near Domo d'Ossola)
Hotel des Alpes
STRESA (Lake Maggiore)—
Hotel Pension Beau Sejour*
Hotel Savoy et Lucernerhof
SUNA (Lake Maggiore)—Hotel Suna
TAI DI CADORE—Hotel Cadore*
TERMINI IMERESE—
Grand Hotel des Thermes
TIVOLI—Hotel Sirena and Regina
TORRE-PELLICE—Hotel du Parc
TREMEZZO—Hotel Bazzoni
TURIN—Central Hotel Continental
Hotel Ville et Bologne
VALLE DI POMPEI—Hotel du Sanctuaire
VALTOURNANCHE—Hotel de Mont Rose
VARALLO SESIA—Hotel d'Italie*
VARESE—Hotel Europe
VENICE—Hotel Bellevue
VERONA—Hotel Europe
Hotel Riva San Lorenzo
VIAREGGIO—Hotel d'Italie
VINTIMILLE—Hotel Suisse

BELGIUM, HOLLAND, THE RHINE, GERMANY, AUSTRIA, RUSSIA, &c.

In many of the hotels in Germany the table d'hôte dinner is served at mid-day, and a lighter meal, called supper, is served in the evening.

ABBAZIA (Hungary)—Hotel Pension Villa Herkules
ABTENAU (Austria)—
Hotel Gasthorp zum rothen Ochsen
AIX LA CHAPELLE (Germany)—
Hotel King of Spain
ALKMAAR (Holland)—Hotel Neuf
AMRUM (Germany)—Hotel Kurhaus Wittdun
AMSTERDAM (Holland)—
Hotel Neuf
Hotel Oldewelt
Hotel Het Haasje
Hotel Suisse
ANDERNACH (Germany)—Hotel Schaefer
ANNENHEIM A. OSSIACHERSEE (Austria)
Hotel Annenheim
ANTHOLZERWILDSEE (Tyrol)
Hotel and Pension Antholzerwildsee*
ANTWERP (Belgium)—
Hotel du Commerce, Rue de la Bourse
Hotel des Mille Colonnes
ARCO (Austria)—
Hotel Erzherzog Albrecht†
ARNHEM (Holland)—Hotel Continental
AUGSBURG (Germany)—Hotel White Lamb
BADEN-BADEN (Germany)—
Hotel and Pension Villa Blucher*
Hotel Romerbad
Hotel Terminus
BAD HARZBURG (Germany)—Hotel Belle Vue
BAD HERRENALB (Black Forest)—
Hotel and Pension Sternen
BAD HOMBURG, V. D. HOHE (Germany)—
Hotel Beau Sejour
BEEK (near Nymegen, Holland)—
Hotel Pension Elsbeek
BELFORT (Ballon d'Alsace)—Hotel Stauffer
BERCHTESGADEN (Bavaria)—
Hotel vier Jahreszeiten
BERLIN (Germany)—Nurnberger Hotel
BIEBRICH (Germany)—Hotel Kaiserhof
BINGEN (Germany)—Hotel Starkenburger Hof
BLANKENBERGHE (Belgium)
Grand Hotel d'Orange
BLANKENBURG (Hartz, Germany)—
Hotel Kaiser Wilhelm
BONN (Germany)—Hotel du Nord
Hotel Rheineck
BOTZEN (Austria)—Hotel de l'Europe
BREMEN (Germany)—
Hotel Furstenhof
Hotel Monopol
BRUGES (Belgium)—Hotel du Panier d'Or
BRUNSWICK (Germany)—Fruhlings
Hotel Stadt Bremen
BRUSSELS (Belgium)—Hotel de Bordeaux
Hotel Bristol et Marine
Hotel de l'Esperance
Hotel du Grand Monarque et de l'Empereur

Extra Supplements at all during the Exposition average about 2 fr daily.

Hotels at $1.85—$2.00

BELGIUM, HOLLAND, THE RHINE, GERMANY, AUSTRIA, RUSSIA, &c. *Continued*

CARLSBAD (Austria)—Hotel Nurnberger Hof
CASSEL (Germany)—Hotel Strick
CHAUDFONTAINE (Belgium)—
Grand Hotel des Bains*
CLEVE (Germany)—Hotel Maywald*
COBLENCE (Germany)—Hotel Zur Traube
COLOGNE (Germany)—Hotel Minerva
Hotel Continental
CREFELD (Germany)—Hotel Beltz
DIEKIRCH (Luxemburg)—
Hotel de la Maison Rouge
DINANT (Belgium)—Hotel Famille
DORDRECHT (Holland)—Hendrich's Hotel
DRESDEN (Germany)—Hotel Kaiserhof
Carlton Hotel
DUISBERG (Germany)—Hotel Berliner Hof
DURRHEIM (Black Forest)—Salinen Hotel
DUSSELDORF (Germany)—Hotel Europe
ECHTERNACH (Luxemburg)—Hotel Bellevue
EDAM (Holland)—Dam Hotel
EISENACH (Germany)—Rohrig's Hotel zum Grossherzog von Sachsen
ELBERFELD (Germany)—Hotel Europe
ENKHUIZEN (Holland)—Stapel Hotel
ERFURT (Germany)—Hotel Europaischer Hof
FLUSHING (Holland)—Hotel Albion
FRANKFORT-ON-MAIN (Germany)—
Hotel Union
Hotel Prince Henry
FREIBURG (Baden)—Hotel Pfauen
Hotel Salmen
FURTWANGEN (Black Forest)—
Hotel Girshaber zum Ochsen
FUSSEN (Bavaria)—Hotel Bayerischerhof
GARMISCH (Bavaria)—Hotel Sonnenbichel
Hotel Alpspitz
GERNSBACH (Murgtl, Baden, Black Forest)
Pension Villa Bellevue
GHENT (Belgium)—Hotel Universel
GOLLING (Austria)—Hotel Pension Bellevue
Hotel Bahnhof
GOTHA (Germany)—Hotel Herzog Ernst
GRIES BEI BOZEN (Austria)—
Hotel Pension Bellevue*
GRONINGEN (Holland)—
Hotel Seven Provinces
GSTATTERBODEN (Steiermark, Austria)—
Hotel Gesäuse*
HAARLEM (Holland)—Hotel Lion d'Or
HAGUE (Holland)—Hotel du Passage
Hotel Lion d'Or
HALLEIN (Austria)—Hotel Stern
HAMBURG (Germany)—Hotel Furst Bismarck
English Hotel
HANOVER (Germany)—
Hotel zu den Vier Jahreszeiten
HAUSACH (Germany)—Hotel z. Hirsch
HEIDELBERG (Germany)—
Hotel Darmstadter Hof
HILDESHEIM (Germany)—Hotel d'Angleterre
HONNEF RHEIN (Germany)—Hotel Webel
INNSBRUCK (Austria)—Hotel Veldidena
Hotel Habsburgher Hof
ISCHL (Austria)—Hotel Victoria
Hotel Habsburgerhof
KESTENHOLZ (Alsace)—Kurhaus Badbroun
KIRNHALDEN (Black Forest)—
Hotel Bad Kirnhalden
KISSINGEN (Bavaria)—
Hotel and Pension Wurtemberger Hof
KONIGSFELD (Baden)—Hotel and Kurhaus Doniswald
KONIGSWINTER (Germany)—
Hotel Dusseldorfer Hof
KRIMML (Tyrol)—Hotel Krimmlerhof
KUFSTEIN (Austria)—Hotel Gisela
KYLLBURG (Germany)—Hotel Eifelerhof
LANA (near Meran, Tyrol)—Hotel Royal
LAROCHE (Belgium)—
Hotel de Luxemburg
LAVARONE (Austria)—Hotel du Lac*
LEIDEN (Holland)—Hotel Rynland
LEIPSIC (Germany)—Hotel zum Palmbaum
Hotel Sachsenhof
Hotel Sedan
LEOBEN (Austria)—Hotel Sudbahnhof
LIEGE—(Belgium)—Hotel d'Angleterre
LUXEMBURG (Lux)—Hotel Clesse
MAASTRICH (Holland)—Hotel Derlon
MALINES (Belgium)—Hotel de la Couronne
MALS (Tyrol)—Hotel Post
MAUTERNDORF (Austria)—Gasthof zur Poste
MAYENCE (Germany)—Central Hotel
Hotel Mainzerhof
MENZANSCHWAND (Black Forest)
Hotel Eagle
MERAN (Austria)—
Hotel and Pension Windsor*
Hotel d'l Europe
METZ (Germany)—Hotel d'Angleterre
MIDDELKERKE (Belgium)—
Villa des Roseraies*
MITTENWALD (Bavaria)—Hotel Post
MORI (Austria)—Hotel de la Gare
MUNICH—Hotel de l'Europe (3 m. Supplement)
Hotel Wagner (1½ m. Supplement)
Hotel Stachus (3 m. Supplement)
In the Summer of 1910 engage rooms at least two or three weeks in advance.
NAMUR (Belgium)—Hotel de Hollande
NEUSPONDINING (Tyrol)—
Bahnhof and Post Hotel
NEUSTADT (Germany)—Hotel Crown
NEUWIED (Germany)—
Moravian Hotel
NIEUPORT-BAINS (Belgium)—
Grand Hotel de la Plage
NORDHAUSEN (Germany)—
Hotel Friedrickskron
NURNBERG (Germany)—Hotel Maximilian
NYMEGNE (Holland)—Hotel du Soliel
OBERAMMERGAU (Bavaria)—
Anton Lang's Pension, No. 19
OOSTDUINKERKE-BAINS (Belgium)—
Grand Hotel des Dunes
OSTEND (Belgium)—St. James Hotel*
Hotel de Gand et d'Albion*
Hotel Royal de Prusse and Grande Bretagne*
Hotel Marion*
Hotel de Cologne et Villa Paula*
PARTENKIRCHEN (Bavaria)—Hotel Post
PLASEN (Austria)—Hotel Golden Eagle
PLANSEE (Tyrol)—Hotel Seespitz
REICHENHALL (Germany)—Hotel Deutscher Kaiser*
REUTTE (Tyrol)—Hotel Tyrol
RIPPOLDSAU (Black Forest)—
Hotel Fritsch zum Klosterle
RIVA (Austria)—Hotel and Pension See-Villa
ROCHEFORT (Belgium)—Hotel Biron
ROLANDSECK (Germany)—Hotel Decker
ROTHENBURG (Bavaria)—Hotel Hirsch

Hotels at $1.85—$2.00

BELGIUM, HOLLAND, THE RHINE, GERMANY AUSTRIA, RUSSIA, &c.—*Continued*

ROTTERDAM (Holland)—Hotel de France
Hotel Victoria
RUDESHEIM (Germany)—Hotel Massmann*
SACKINGEN (Germany)—
Bad Hotel zum Lowen
SALZBURG (Austria)—
Hotel Kaiserin Elizabeth
SARAJEVO (Bosnia)—Hotel Central
SCHEVENINGEN (Holland)—
Hotel van den Abeelen*
Hotel Zeerust
SCHLUDERBACH—Hotel Schluderbach
SCHOENWALD (Baden, Germany)
Kurhotel Victoria*
SCHONAU (Black Forest)—Hotel Sonne
SCHWALBACH (Germany)—
Hotel Continental
SCHWERIN (Mecklenburg, Germany)—
Hotel Niendorff
SEEFELD (Tyrol)—Hotel Post
SODEN (Germany)—Hotel Kurhaus
SOPHIA (Bulgaria—Hotel Royal
SPA (Belgium)—Hotel de Lacken*
STEINACH-IRDNING (Austria)—
Station Hotel
ST. BLASIEN (Germany)—Hotel Hirschen
ST. GEORGEN (Black Forest)—Hotel Hirsch
ST. GOARSHAUSEN (Germany—Hotel Hohenzoller
ST. HUBERT(Belgium)—Hotel du Luxembourg
ST. JOHANN AM PONGAU (Austria)—
Hotel zur Post
ST. POLTEN (Austria)—Hotel Pittner
ST. WOLFGANG (Germany)—
Hotel and Pension Peter zur Schafbergbahn
Hotel zum Weissen Rossel*
STRASSBURG (Alsace, Germany)—
Pension Internationale, Universitatsstrasse 26
Hotel Victoria
STUTTGART (Germany)—Hotel Dierlamm
TELFS (Tyrol)—Hotel Post
TEXEL (Holland)—Hotel Texel
TOBLACH (Austria)—Hotel Germania*
TR[illegible] (Tyrol)—Hotel Post
TR[illegible]BACH (Germany)—Hotel Adolph
TREVES (Germany)—Hotel Reichshof
TRIENT (Austria)—Hotel de l'Europe
TRIESTE (Austria)—Hotel Toniato
TUTZING (near Munich, Bavaria)—
Hotel Seehof
UTRECHT (Holland)—Hotel Central
VALKENBERG (Holland)—Hotel Monopole
VELDES AM VELDERSEE (Austria)—
Hotel and Pension Malbner
VIENNA (Austria)—Hotel Victoria
VILLINGEN (Germany)—Hotel Blume
VLAARDINGEN (Holland)—Hotel Bellevue
WEIMAR (Germany)—Hotel Elephant
Hotel Goldner Adler
WIESBADEN (Germany)—Taunus Hotel
WILDBAD (Germany)—
Hotel zum Gold Ochsen
WOLFACH (Black Forest)—
Hotel zum Sahnen
WORMS a/RHINE (Germany)—
Hotel Kaiserhof
WURZBURG (Bavaria)—
Hotel zum Schwan
ZELL AM SEE (Austria)—
Hotel Pinzgauerhof

GREECE, MALTA, &c.

CANDIA (Island of Crete)—
Hotel d'Angleterre
CANEA (Greece)—
Grand Hotel de France et d'Angleterre
FAMAGUSTA (Cyprus)—Hotel Savoy
LARNACA (Cyprus)—Royal Hotel
MALTA—Hotel d'Angleterre

SPAIN, PORTUGAL, &c.

ALGECIRAS (Spain)—Hotel de la Marina
Hotel Terminus
BARCELONA (Spain)—Hotel Falcon
Gran Hotel Ambos Mundos
BURGOS (Spain)—Gran Hotel Universal
CORDOVA (Spain)—Hotel Espanola y Francia
ESCORIAL (Spain)—New Hotel
FUENTERRABBIA (Spain)—Hotel de France
GIBRALTAR (Spain)—Hotel Victoria
Hotel Continental
GRANADA (Spain)—Hotel Victoria
Hotel Pension Alhambra
LISBON (Portugal)—Hotel Avenida
MADRID (Spain)—Hotel Peninsular
MALAGA (Spain)—Hotel Alhambra
RONDA (Spain)—Station Hotel
SALAMANCA (Spain)—
Gran Hotel del Comercio
SAN SEBASTIAN (Spain)—
Grand Hotel de Biarritz
SEVILLE (Spain)—Cecil Hotel
Hotel La Peninsular
Hotel de Rome

NORWAY, SWEDEN, AND DENMARK,

BLAAFLATEN (Norway)—Hotel Blaaflaten
COPENHAGEN (Denmark)—Hotel Hafnia
HARDANGER (Norway)—Hotel Vikingness
STOCKHOLM (Sweden)—Hotel Belfrage
Pension Continentale

Hotels at $1.85—$2.00

ALGERIA, TUNISIA, &c.

AFFREVILLE (Algeria)—Hotel de Vaucluse
Hotel de l'Univers
ALGIERS (Algeria)—
Hotel Beau Sejour (Mustapha Superieur)
Hotel Oriental (Mustapha Superieur)†
Hotel Pension Olivage (Mustapha Superieur)
Grand Hotel (Mustapha Superieur)
AZAZGA (Algeria)—Hotel Vayssieres
Hotel Gebhard
BISKRA (Algeria)—Hotel de l'Oasis
BIZERTE (Tunisia)—Hotel Metropole
BONA (Algeria)—Hotel du Commerce
BORDJ-BOUIRA (Algeria)—Hotel de la Colonie
EL GUERRAH (Algeria)—Hotel El Guerrah
KAIROUAN (Tunisia)—Grand Hotel
KERRATA (Algeria)—Hotel Kerrata
MARENGO (Algeria)—Hotel d'Orient
MICHELET (Algeria)—Hotel des Touristes
ORLEANSVILLE (Algeria)—
Hotel des Voyageurs
TANGIER (Morocco)—Hotel Bristol
TIZI OUZOU (Algeria)—Grand Hotel
Hotel des Postes
TRIPOLI (Barbary)—
Hotel Transatlantique
Hotel Minerva
TUNIS (Tunisia)—
Imperial Hotel
Hotel Eymon

BRITISH HOTELS.

ABERDEEN, Scotland—
Hutcheon's Temperance Hotel
Royal Hotel
ANTRIM, Ireland—Hall's Hotel
ARDARA, Ireland—Nesbitt Arms
ARMAGH, Ireland—Charlemont Arms
ARROCHAR, Scotland—Ross's Hotel
AVOCA—See Ovoca
BALLOCH, Scotland—Tullichewan Hotel
BALLYSHANNON, Ireland—Royal Hotel
BANGOR, co. Down, Ireland—Grand Hotel
BARMOUTH, N. Wales—Tal-y-Don Hotel
BELFAST, Ireland—Prince of Wales Hotel
Monteith's Temperance Hotel
BIRNAM, Scotland—Park View House
BORTH, Wales—The Cambrian Hotel
BOURNEMOUTH, England—Dalkeith Hotel
Hotel Windsor
BOWNESS, England—Royal Hotel
BRADFORD, Yorks, England—Talbot Hotel
BRIDGE OF ALLAN, Scotland—Queen's Hotel
BRIGHTON, England—
Argyle Mansions Hotel
Gloucester Hotel
Haslemere Hotel
BRISTOL, England—Bank Hotel
BUDE, North Cornwall—
Norfolk Temperance Hotel
BUNDORAN, Ireland—Marine Hotel
BUXTON, England—
Wilberforce (Temperance) Hotel
CAPPOQUIN, Ireland—Harrington's Hotel
CARBIS BAY, Cornwall—
Hendra's Private Hotel
CARDIFF, Wales—Central Hotel
CASHEL, Co. Tipperary, Ireland—
Ryan's Hotel
CHESTER, England—Washington Hotel
CLIFDEN, Ireland—Lyden's Hotel
CLONBUR, Ireland—Mount Gable Hotel
CONISTON, England—Sun Hotel
CORK, Ireland—McTernan's Hotel
Windsor Hotel
Royal Victoria Hotel
CREESLOUGH, Ireland—Harkin's Hotel
CUSHENDELL (Ireland)—Delargy's Hotel
DONEGAL, Ireland—
Erin Temperance Hotel
DOVER, England—
Metropole Hotel
Esplanade Hotel
DOUGLAS, Isle of Man—
The Imperial Hotel
Hotel Ellerslie
Cliff View and Oxford Private Hotel
Sefton Hotel
Aylen's Hotel
DUBLIN, Ireland—Standard Hotel
Royal Exchange Hotel
Clarence Hotel (Wellington Quay)
Manchester and Provincial Hotel
Four Courts Hotel
St. Andrew's Hotel
Moran's Hotel
Abbotsford Hotel
Hotel Pelletier
DUNFANAGHY, Ireland—
Stewart Arms Hotel
DUNGARVAN, Ireland—Lawler's Hotel
DUNGLOE, Ireland—Boyle's Hotel
EDINBURGH, Scotland—
Castle-Central Hotel
Old Ship Hotel
Milne's Hotel, 145 Leith Street
Maitland Temperance Hotel
Adelphia Hotel
Palace Temperance Hotel
ENNISKILLEN, Ireland—Railway Hotel
EXETER, England—Hotel Osborne
FOLKESTONE, England—Pier Private Hotel
FORT WILLIAM, Scotland—
Waverley Temperance Hotel
Central Temperance Hotel
Palace Hotel
GARRONPOINT, Ireland—
Garron Towers Hotel
GIANT'S CAUSEWAY, Ireland—
Kane's Royal Hotel
GLASGOW, Scotland—Balmoral Hotel
GLENGARRIFF, Ireland—Perrins Hotel
Bridge Hotel
GLENTIES, Ireland—O'Donnell's Hotel
GOUGANE, Barra, Ireland—
Cronins Hotel
GUERNSEY, Channel Islands—
Channel Islands Hotel
Imperial Hotel
GWEEDORE, Ireland—Gweedore Hotel
HARROGATE, England—Lancaster Hotel
The Spa Hydro
HULL, England—Percy's York Hotel
London Hotel

Hotels at $1.85—$2.00

BRITISH HOTELS *-Continued*

ILFRACOMBE, England—
Gilbert Private Hotel
Runnacleave Hotel
ILKLEY, England—
Spa Hydropathic Establishment
INCHIGEELA, Co. Cork, Ireland
Lake Hotel
INVERNESS, Scotland—Glen Albyn Hotel
Queensgate Hotelds
JERSEY, Channel Islanr—
Hotel Pomme d'Or
Hotel de l'Europe
Le Coie House
Royal Hotel
KESWICK, England—County Hotel
KILLARNEY, Ireland-
Slattery's Imperial Hotel
O'Sullivan's Hotel
The Muckross Hotel
Lake View Hotel
New Hotel
KILLYBEGS, Ireland—Rogers Hotel
KILKEE, Ireland—West End Hotel
LANGHOLM, Scotland—
Eskdale Temperance Hotel
LARNE, Ireland—King's Arms Hotel
Laharna Hotel
LEEDS, England—Albion Hotel
Imperial Hotel
LIVERPOOL, England—Waterloo Hotel
Deysbrook House, 2, Canning St.
Bee Hotel
LLANDUDNO, N. Wales—
North Western Hotel
LONDON, England—
Imperial Hotel, Russell Square
Wilton Hotel, opposite Victoria Station
Philp's Glenburn Hotel, 26, Great Russell Street, W. C.
Osborne Hotel, Tavistock Place, W. C.
Waterloo Hotel (corner of York and Waterloo Roads, S. E.)
Morton Hotel, Russell Square, W. C.
Peru House Hotel, 4, 5, and 6, Woburn Place, Russell Square ,W. C.
Hotel Brooklyn, Earl's Court Square, S. W.
The Eccleston Hotel, Eccleston Square (close to Victoria Stn.)
Woburn House Hotel, Upper Woburn Place, W. C.
See Chapter on "London" for full list hotels.
LOUISBURGH, co. Mayo, Ireland—
McDermott's Hotel
MATLOCK-BANK, England—Dalefield, Hydro
MATLOCK-BATH, England—
Bath Terrace Hotel
MELROSE, Scotland—King's Arms Hotel
MILFORD, co. Donegal, Ireland—
McDevitt's Hotel
MORECAMBE, England—Battery Hotel
MUMBLES, near Swansea, Wales—Yacht Cafe
NEWQUAY, Cornwall—Moirah House
NEWCASTLE-ON-TYNE, England—
Clarendon Temperance Hotel
Imperial Hotel, Jesmond Road
NOTTINGHAM—Portland Hotel
OBAN, Scotland—County Hotel
Royal Hotel
Argyll Hotel
Imperial Hotel
OVOCA, Ireland—Vale View Hotel
PAISLEY, Scotland—
George Temperance Hotel
PERTH, Scotland—
Grand (Temperance) Hotel
PETERHEAD, Scotland—Palace Hotel
PLYMOUTH, England—Continental Hotel
Farley Hotel
PORTHCAWL, Wales—
Marine Private Hotel
PORTRUSH, Ireland—Eglington Hotel
Windsor Hotel
Central Hotel
QUEENSTOWN, Ireland—Rob Roy Hotel
RAMSEY, Isle of Man—
Prince of Wales Hotel
RICHMOND HILL, Surrey, England—
Mansion Hotel
ROTHESAY, Scotland—Lorne Hotel
SCARSBOROUGH, England—
Spa Private Hotel
SKIPTON, Yorkshire, England—
Black Horse Hotel
Ship Hotel
SLIGO, Ireland—Bridge House Hotel
SOUTHAMPTON, England—Flower's Hotel
SOUTHPORT, England—Wheldon's Hotel
SOUTHSEA, England—Washington Hotel
ST. LEONARDS-ON-SEA, England—
Fife Hotel
STIRLING, Scotland—Waverley Hotel
New County Hotel
STRANRAER, Scotland—Meikle Hotel
SWANSEA, Wales—Mackworth Hotel
TORCROSS, Devon, England—
Torcross Hotel
TORQUAY, Devon, England—
Petworth Hotel, Chestnut Avenue
Dudley Private Hotel
TURRIFF, Scotland—Fife Arms Hotel
ULLSWATER, England—Sun Hotel
WESTPORT, Ireland—West Hotel
WINCHESTER, England—
Hotel Crown and Cushion
WORCESTER England—
Victoria Temperance Hotel
Central Temperance Hotel

SHORT DAY TRIPS FROM LONDON

ST. ALBANS. Midland Railway (20 miles); London & North Western (24 miles); fare round trip third class 3s. 3d. Great Northern (23 ¼ miles) fare round trip 3s. 3d. The Verulam of the Romans. Burial place of Lord Bacon, whose tomb is in St. Michael's Church. Cathedral with longest nave in England open 10 to 4, 5 or 6 p. m. weekdays, according to season. Nave free; transept and parts east of nave 6d. Also may be seen remains of ancient Verulam, old Abbey Gateway, and quaint round tavern. "The Fighting Cocks" the oldest inhabited house in England.

RYE HOUSE. Great Eastern Railway, (19 miles) fare third class 2s. 10d. (round trip). Remains of Rye House, the ancient manor whose owner was beheaded for complicity in the Rye House Plot. Is now an inn. Embattled gatehouse. "The great bed of Ware" twelve feet square mentioned by Shakespeare in "Twelfth Night" is a curiosity.

AUTOMOBILING IN EUROPE

For much help on this difficult subject the author is indebted to the following gentlemen: Mr. Raymond Beck, of the Tour Department of the Automobile Club of America; Mr. F. H. Elliott, secretary of the American Automobile Association, and to Mr. A. C. Spencer, of the American Express Company.

HIRING AUTOMOBILES

It is very expensive to hire an automobile abroad, and those who do not ship their own automobiles should expect to pay six or seven pounds a day, or even more, for a desirable car. While the expense of shipping an automobile to Europe seems very large, it will prove economical in the long run if a motor trip is contemplated. If the machine is to be hired the exact time and place where it is to be brought should be specified, and this sending of the car should be included in the sum paid. Those who intend to take an automobile trip on the Continent will find it more advantageous to rent automobiles in Paris than to rent them in England and have them sent over. Automobiles may be hired in Paris from the following concerns:

American Garage, 54, Avenue Montaigne. Sole representative for Bianchi cars.

Garage de l'Avenue du Bois, 56, Rue Pergolese. Fine car on hire.

Garage Bourbon, 7, Place du Palais Bourbon. Mercedes and Renault cars for hire.

Gomes & Co., 63, Boulevard Haussmann, and Garage Automobile Agency, 163, Avenue Victor Hugo.

J. B. Mercier, 6, Rue Saint Ferdinand ('phone 565.30). A specialty of second-hand cars.

New York Garage, 34, Rue du Mont Thabor. Modern garage. Machine tools for repairs on the premises.

Perignon & Rougier, 13, Rue Descombes. Special agents for Lorraine-Dietrich cars.

Schrader & Co., 51, Avenue de la Grande Armée. Special agent for Renault cars.

Société des Garages Krieger and Brasier, 48, Rue la Boetie. Fine touring cars for hire.

All those who are thinking about taking an automobile trip abroad should obtain a little 32-page pamphlet by J. M. Murdock. This pamphlet describes how the writer made arrangements for shipping his car. It gives particulars as to the landing of the cars, the proper season for touring, European touring clubs, the duty deposit in Italy, the French license and deposit, the Swiss duty deposit, the two German licenses, and the English licenses and tags, frontier procedure, passing octroi officials, Italian road maps, French maps, maps of England.

The author also speaks of renting cars abroad, in which he states that it is quite a common practice for some Americans to hire or lease cars on the Continent, but as a rule these engagements are only for a short period and the cost usually runs from $20 to $30 a day, which includes a chauffeur and all repairs and supplies. As a rule, there is a limitation as to the number of passengers allowed to be carried, as well as to the average number of kilometers a day the car may be run. The cars are necessarily second-hand, and almost all that the author met had seen considerable service, although still in good touring condition. Mr. Murdock states: "For a short time I considered this preferable to taking a car from this side, but for a trip involving a matter of six weeks or more, or one involving a tour which does not start and end at the same point, it would certainly be better to take your own car with you. The expense of hiring a car for our trip would have been more than double the actual cost of taking our own car, and, moreover, we could not have had the opportunity of hiring anything like my '30.'" He also states that gasoline in Italy is known as "benzina," in France "essence," in England "petrol," or "spirits." This the writer found sold everywhere in sealed tin cans. In Italy it is usually sold in cans containing 20 liters; in France and England in five-liter cans. In Italy the liquid fuel is more expensive than elsewhere. In southern Italy he paid as high as one lira and ten centesimi per liter, equiva-

HIRING AUTOMOBILES BY CONTRACT.

Tourists from America to England and the Continent, or *vice versa*, can make use of the facilities afforded by Foreign Motor Tours, Ltd., Norwich Union Building, St. James's St. cor. Piccadilly, London, W., which organization is allied to the Electric Landaulet Co., Ltd., of London. The New York address is Electric Landaulet Co., 103 Park Ave, "Foreign Motor Tours Department." Through this organization, tourists arrange in advance for motor cars to be used for touring in the United States, as well as in Great Britain and the Continent of Europe. The Company has established connections in Paris, Berlin, Vienna and other European centres. Travelers, by communicating with the London or New York offices, may make arrangements on short notice, and rely upon every detail of their requirements being carefully dealt with. The cable and telegraphic addresses are, "Embassies, New York" and "Embassies, London." Following is a list of typical rates for cars of various powers:

GREAT BRITAIN.

H. P.	*½ Day, 1 to 50 miles.	*Day, 1 to 100 Miles	†Week, 1 to 650 Miles	†Month, 1 to 1100 Miles
18-24	£3 0 0	£5 5 0	£31 10 0	£105 0 0
38-42	£3 15 0	£5 10 0	£30 17 0	£110 0 0

*Includes all charges.

†These rates do not cover gasoline, garage, chauffeur, lodging and board. 30/- a day will cover all these charges.

ITALY AND FRANCE.

H. P.	*½ Day, 1 to 80 Kilometers	*Day, 1 to 150 Kilometers	*Week, 1 to 1000 Kilometers	*Month, 1 to 4000 Kilometers	Charge additional for oil, garage, gasoline
10-14	£1 16 4	£3 4 0	£22 0 0	£ 80 0 0	25%
35-45	£5 0 0	£7 0 0	£47 0 0	£180 0 0	15%

*Includes all charges.

†These rates do not cover gasoline, garage, chauffeur, lodging, and board. 8/- a day will cover chauffeur's board and lodging.

GERMANY.

*½ Day, 1 to 75 Kilometers	*Day, 1 to 150 Kilometers	†Week, 1 to 750 Kilometers	†Month, 1 to 3000 Kilometers
£3 15 0	£7 10 0	£37 10 0	£150 0 0

*Includes all charges.

†These rates do not cover gasoline, garage, chauffeur, lodging and board. 40 marks a day will cover all these charges.

HOLLAND AND BELGIUM

*½ Day, 1 to 65 Kilometers	*Day, 1 to 130 Kilometers	†Week, 1 to 650 Kilometers	†Month, 1 to 2600 Kilometers
£2 8 0	£4 16 0	£26 0 0	£104 0 0

*Includes all charges.

†These rates do not cover gasoline, garage, chauffeur, lodging, and board. 25 francs a day will cover all these charges.

lent to 90 cents per gallon. As you move north through Italy it becomes cheaper; in small towns in France it can be bought for 35 to 40 centimes per liter, or 35 cents a gallon. All through England he paid about 33 cents a gallon.

The price of oil is not much different from that throughout America, although the quality of the cylinder oil is not as good.

Nowhere did he find such garages as we have at home. In fact, the only one belonging to the first class was the "Palace Garage" at Rome.

For washing and polishing, a charge of from 40 cents to 60 cents was usually made.

The pamphlet contains a detailed schedule of the tour and gives a summary of the miles driven and the expense. The average cost for all operating and maintenance charges per day for the whole 104 days was $10.62. The average cost of all expenses, tires, supplies, repairs, garages, and every item connected with the operation of the car for the trip, was 18 cents a mile; the total number of miles driven was 5,846. The total expense was $1,105.12. Of this amount, $632.81 went for the purchase of tires and inner tubes and repairs to the same, while $339.86 went for the purchase of gasoline and oil. The storage, polishing and cleaning cost only $78.73. The repairs, outside of the tires, were only 80 cents for repairing the gasoline tank and $1.92 for relining a foot brake.

It is seldom that so much information can be found in 32 pages as in the little book before us.

THE AMERICAN AUTOMOBILE ASSOCIATION

The American Automobile Association is a powerful aid to automobiling progress. Any one who is interested in automobiling can become an individual member or through an Automobile Club which is affiliated with the State organization of the American Automobile Association. Every member of the A. A. A. receives once a month a copy of the "American Motorist," which is the official journal of the National Association, with its headquarters at 437 Fifth Avenue, New York City. This Association was organized in 1902, and has a membership of over 35,000 subdivided into 36 State Associations, comprising over 250 automobile clubs and hundreds of individual members. Full literature is sent by the Association on request at the above address.

For the benefit of A. A. A. members reciprocal arrangements have been entered into with the following European organizations:

Automobile Association of London
Stenson Cooke, Secretary
Princes Buildings, Coventry Street, London, W.

Motor Union of Great Britain
Rees Jeffreys, Secretary
1 Albemarle Street, Piccadilly, London, W.

Touring Club of France
Honorable Secretary
65 Avenue de la Grande Armée, Paris, France.

European Touring Consul, A. A. A.
M. Victor Breyer
4 bis, Rue Descombes, Paris, France.

Touring Club Italiano
S. J. Johnson, Secretary
Via Monte Napoleone 14, Milano, Italy.

Touring Club Suisse
A. Navazza, Director
Geneva, Switzerland.

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THE AUTOMOBILE CLUB OF AMERICA

The Automobile Club of America is the only organization recognized in America by the following national automobile clubs, is a member of the International Association of Recognized Automobile Clubs, and is the sole representative in this country of the following clubs:

Automobile Club de France, (Paris)
Royal Automobile Club, (London)
Kaiserlicher Automobil Club, (Berlin)
Automobile Club d'Italia, (Italy)
Automobile Club de Belgique, (Brussels)
Automobile Club de Suisse, (Geneva)
Oesterreichische Automobil Club, (Vienna)
Nederlandische Automobiel Club, (The Hague)
Kungl Automobil Klubben, (Stockholm)
Auckland Automobile Association, (New Zealand)
Automobile Club of Russia, (St. Petersburg)
Automobile Club of Roumania, (Bucharest)
International Automobile Racing Association of Cuba, (Havana)
Magyar Automobile Club, (Budapest)
Automobile Club of Porto Rico, (San Juan)
Automobile Club of Canada, (Montreal)
Automobile Club of Denmark, (Copenhagen)
Royal Automobile Club of Spain, (Madrid)
and vice versa.

Members of this club may procure from the secretary a card, which, on presentation at the office of the above named clubs, will give the member permission (under certain restrictions) to use the premises of those clubs.

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*Includes all charges.
†These rates do not cover gasoline, garage, chauffeur, lodging, and board. 25 francs a day will cover all these charges.

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Interesting books, beautifully illustrated, descriptive of European travel by motor car, compiled by well-known authors, can be secured at the American Automobile Association in New York at special prices. Circular announcements of these publications will be mailed upon application to the Secretary.

THE AUTOMOBILE ASSOCIATION OF LONDON.

By special arrangements the members of the American Automobile Association who reside permanently out of Great Britain become members of the Automobile Association at a subscription of one pound one shilling per annum. A form of application for membership is given below. There are many advantages connected with membership in this organization: A. A. cyclists patrol the roads; A. A. agents repair cars at special terms; A. A. signs are found all over England, and are illustrated elsewhere. The A. A. Tours Department affords unique facilities for transportation of members' cars into or through various European countries. There are many other advantages. Full particulars and the A. A. Hand Book can be had by addressing the American Automobile Association, 437 Fifth Avenue, New York City.

To avoid all possibility of mistake in description, it is suggested that the applicant's visiting card be attached to this form.

Form of Application for Membership of the American Automobile Association.

To the

AUTOMOBILE ASSOCIATION

(*Affiliated to the Automobile Association, Limited*),

PRINCES BUILDINGS, COVENTRY STREET, LONDON, W.

I, the undersigned, being in sympathy with the object of the Association, hereby request to be enrolled as an ORDINARY MEMBER permanently resident out of Great Britain, in accordance with the provisions of Rule 40 and subject to the Rules and Regulations of the Association.

Please send me the Official Badge of the Automobile Association, which I undertake not to lend, sell or sublet to any person, *and to return at any time my membership ceases*, for which I enclose—

(*Banker's order form below.*)

(1) My Subscription for the ensuing Financial year (ending April 30th) £1 1 0

(2) *Fee* for the use during term of membership of Car Badges at the rate of 5s. each .. ..

£

It is understood and agreed that no property or interest in the said Badges, other than that of the right to use the same during membership, shall vest in or pass to me, and that the same are to be returned to the Association on my ceasing to be a Member.

Name.....

Temporary Address in Great Britain.....

Membership No. A. A. A.....

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THE AUTOMOBILE CLUB OF AMERICA

BUREAU OF TOURS.

54TH ST. WEST OF BROADWAY, NEW YORK.

The following data are essential in order to procure tryptiques for the various European countries:

Countries to be visited:

1. Name of maker.....
2. Model (year).....
3. Style (touring car, limousine, runabout, etc.).....
4. Color of body.....
5. Number of chassis.....
6. Color of chassis.....
7. Color of wheels'.....
8. Kind of tires (Continental, Samson, etc.)
9. Number of seats (places).....
10. Kind and color of upholstery inside....
11. Weight.....
12. Value.....
13. Number of motor.....
14. Fuel or motive power.....
15. Number of cylinders.....
16. Horse-power.....
17. Bore of cylinders (this is necessary for Austria only).....
18. Owner's name and address.....

The following books are sold by the Tour Department of The Automobile Club of America:

FOREIGN MAPS, GUIDE BOOKS, ETC.

MISCELLANEOUS

	Price
A. C. A. EUROPEAN ITINERARY MAP..	$1.00
Motor Tours Abroad in Winter and Spring	1.50
The Car Continental Touring Guide	3.50
McMurtry's Map of Central Europe	1.50
Bartholomew's Map of Central Europe	1.50
London to the Riviera	0.50
ENGLAND	
Contour Road Book of England	1.90
Montagu's Maps of England (11 sections) per section	1.00
Bacon's Maps of England and Wales per section	0.60
Bartholomew's Sectional Maps of England, per section	0.85
Bartholomew's Map of the British Isles	1.75
The Car Road Book and Guide	5.00
Motor Trips from London at a Glance	0.50
Bartholomew's Map of London and Environs	0.85
Foreign Handbook of the Motor Union of England	0.75
Legal Handbook of the Motor Union of England	0.45
Set in Silver	1.20
Motor Mileage Map of England and Wales	4.00
SCOTLAND	
Montagu's Road Maps of Scotland, per section	1.00
Johnstone's Map of Scotland	1.75
Contour Road Book of Scotland	0.85
IRELAND	
Bartholomew's Map of Ireland	0.85
Bartholomew's Road Maps of Ireland (7 sections) per section	0.85

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Permanent Address abroad.....
Date..... *Reg. No. of Car*.....

Please state whether white metal or brass Badges are required.

If a clip for attachment of the Badge to the Radiator Neck is required, kindly give measurements.

Reciprocal membership arrangements also exist with the Touring Club of France, and the Motor Union of Great Britain and Ireland, Touring Club of Italiano and the Touring Club of Suisse, whereby these organizations extend special courtesies, and their touring information is available upon presentation of their A. A. A. membership cards.

INTERNATIONAL LEAGUE OF TOURING ASSOCIATIONS

The A. A. A. is the representative in the United States of America of the Ligue Internationale des Associations Touristes (International League of Touring Associations). This League is now one of the largest and most powerful non-political federations in the world, with a steadily increasing membership which already numbers considerably over half a million. The objects of the League are the safeguarding in all countries of the interests of the motor tourist. Since the various National Automobile Associations united their forces in an international league their combined power has been brought to bear with much greater effect on the government of the different countries, especially as regards international touring.

One of the most valuable books which the automobile traveler can have is "Stevens' Motor Routes in France," which is sold in this country at $1.25. The information conveyed is very clear. We quote quite extensively from this book as follows relative to customs, circulation permits and driving licenses, rules of the road, notices and sign posts, the transport of motor cars by rail and sea, the transport of motor cars in France, a short glossary of English and French phrases and terms used by automobilists, tables of kilometers and miles and miscellaneous notes.

PERMITS

A French permit to run an automobile in France is reproduced elsewhere. The photograph, which should be provided, should measure 1⅝ inches in height and should be 1⅛ inches wide. A number of these photographs should be procured before leaving home, as they will be found very useful for use on circular tour tickets. There is also reproduced a license to drive a motor car or motor cycle in Great Britain.

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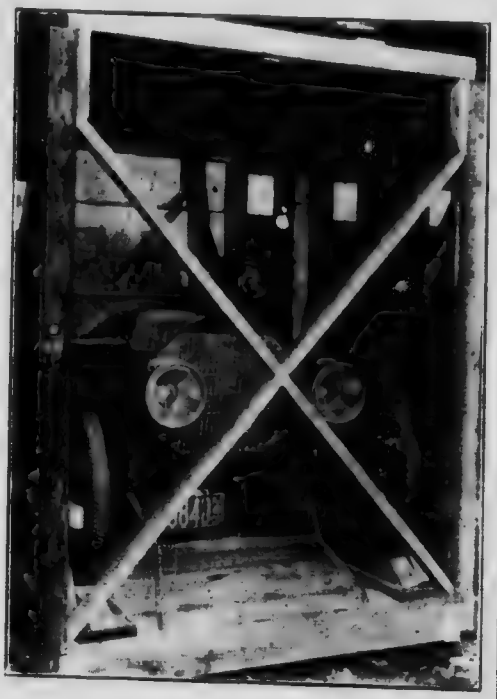
Contour Road Book of Ireland (Gall & Inglis)	$0.85
Mecredy's Maps of Ireland in five sections, per section	0.75
Mecredy's Road Map of Ireland	0.50
Mecredy's Road Book of Ireland	0.60
FRANCE	
Taride's Maps of France, per section	0.85
Taride's Maps of France (on paper)	0.50
Taride's Guide to France	1.75
De Dion Bouton Maps of France (4 in set), set	2.50
Annuaire de Route of the Auto. Club of France	1.00
Sur Route, Atlas Guide de Poche	1.00
Automobilia, Motor Roads in France	5.50
Touring Club of France Map of the Esterel (on paper)	1.00
Touring Club of France Annuaire, France North	0.50
Touring Club of France Annuaire, France South	0.50
Touring Club of France, Foreign Countries. Vol. I	0.60
Touring Club of France, Foreign Countries. Vol. II	0.60
Touring Club of France, Excursions and Voyages	0.60
Michelin Guide Book of France	0.75
BELGIUM AND HOLLAND	
Taride's Maps of Belgium, per section	0.85
Touring Club Map of Belgium (on linen)	0.75
Touring Club of Belgium Map on paper	0.40
Touring Club of Belgium Manual for the Tourist	0.25
Touring Club of Belgium Annuaire	0.23
Netherlands Map (on linen), of Netherlands Auto. Club	2.00
GERMANY	
Taride's Maps of Germany (3 sections), per section	0.85
Continental Road Atlas of Germany	2.00
Continental Guide Book of Germany	0.75
Mittelbach's Strip Maps of Germany	0.75
SWITZERLAND	
Taride's Map of Switzerland	1.00
La Suisse Guide de l'Automobiliste (A. C. of Switzerland)	2.00
ITALY	
Taride's Sectional Maps of Italy, per section	0.85
Touring Club of Italy maps	0.35
SPAIN	
Spanish Auto. Club Official Guide	2.25
Taride's Map of Portugal and Spain	1.00
AUSTRIA	
Touring Club of Austria Map	0.85
Austria Auto. Hand Book	1.75
Dalmatia Bosnia Map	1.50
Motoring in the Balkans, Along the Highways of Dalmatia, Etc.	2.75
SWEDEN	
Swedish Auto. Club's Guide to Sweden	2.00
ALGIERS AND TUNIS	
Map of Algiers (3 to a set) set	7.50
Map of Tunis	1.50
INDIA	
Motoring in India	2.00

CARRYING AUTOMOBILES ABROAD

Automobiles are not carried on express steamers, and none of the trans-Atlantic lines carry them uncrated. Arrangements may be made through the American Express Company, or special agents of the steamship companies, for crating cars on the steamship dock. This saves cartage charges, and possible injury by drayage. It also leaves the car available for use until the day prior to sailing, as it may be delivered for boxing in the morning of the day previous to departure.



BOXING THE AUTO

The crates are built in such a manner that they may be taken apart on arrival abroad, and used again for the return shipment, unless the car is to be returned from a different port, in which case it may prove more economical to build a new crate than to ship the old box to another port. This information will be supplied by the shipping agent. Boxing is unnecessary between ports in Europe.

INSURANCE.

It is always desirable "to cover" an automobile with insurance while in transit. "All risk insurance" covers against any damage whatsoever, provided the policy is $25.00 or over, from the time the car is received until its delivery to owner. It is also advisable for owners to protect themselves by insurance against accidents, injury to others, and employers' liability in respect to chauffeurs.

AMERICAN EXPRESS COMPANY.

FOREIGN DEPARTMENT.

New York, 65 Broadway.
Chicago, Ill., 72 Monroe Street.
Boston, Mass., 43 Franklin Street.

(When writing American Express Company for information about your trip abroad, kindly fill in a similar blank and enclose with your letter.)

Make of Automobile.....

Is it of U. S. or Foreign Make.....

Style of Car .....

Number of Passengers Carried.....

Dimensions of Car:

Length over all.....

Greatest height .....

Greatest width .....

Weight of Car .....

Do you want Insurance.....

How much $.....

What kind of Insurance—"Ordinary Marine Risk" or "All Risk".....

.....

Where do you want to send car.....

.....

When can you give car to us for Shipment .....

When do you want car at destination

.....

Name .....

Address .....

.....

RULES OF THE ROAD.

If driving in a country where the rule is to keep to the right, remember to place the tail-lamp on the left side and vice-versa.

CAUTION.

Always carefully inspect your machine, oil and gasoline before leaving garage.

How to Ship an Automobile Abroad by the North German Lloyd.

In shipping an automobile it is essential to give the following information:

Passenger's name.
Per S. S. sailing.
Ship car to.
Chauffeur's name.
Make Bills of Lading in name of.
Consign car to.
Value of the car for U. S. Custom House clearance $.....
Insure automobile against marine risk for $.....
The make of my car is.
The motor number is.
The chassis number is.
The measurements of my car are, length; width; height.
The weight of my car is lbs.
(If a foreign car, please fill in the following, too):
The car was imported on S. S.
Custom House entry was effected by Entry No.
All charges are to be paid at.
Please state if car is to be returned to the United States.

In shipping automobiles that are boxed from inland points of the United States same should be consigned

Passenger's name.
Port of shipment.
Care of Oelrichs & Co., Forwarding Department,
5 Greenwich Street, New York.

Sending shipping instructions and railroad bill of lading to the company's forwarding department.

Triptiques.

Triptiques, or permits for temporary importation of cars, are the favorite means employed by motorists for passing the Customs. A triptique avoids the trouble either of finding a guarantor or of paying a deposit at the Custom House, and does away with the long and tedious Customs formalities, especially when leaving a country and requiring refund of duty deposited. Customs Houses at small frontier points are frequently unable to reimburse the automobilist at time he leaves the country, and he is also liable to detention at night and on Sundays and holidays, when officials prepared to receive or pay cash are not on duty. With a triptique, however, he can pass readily on any day and at any hour by simply having his papers promptly visèed or endorsed. It also avoids the necessity of carrying large sums of money and loss on exchange. A triptique consists of three sheets: a *Counterfoil*, an *Entry Permit*, and a *Departure Permit*.

(*a*) *Counterfoil.*—This contains various particulars by means of which the car may be identified, and it should therefore be retained by the owner. It must be endorsed by the Customs, both when entering and when leaving the country, and should finally be presented to the club which issued the triptique, where the amount deposited will be refunded.

(*b*) *Entry Permit.*—On entering a country, the receiving Customs officer checks the description of the car, fills in the first part of the Counterfoil, stamps and detaches the Entry Permit, which he keeps.

(*c*) *Departure Permit.*—On leaving the country the description of the car is again checked, the Counterfoil is stamped and filled in, and the departure form is detached and forwarded, without delay, to the office which recorded the car's arrival.

The triptique should be endorsed every time the frontier is crossed.

Swinging a Touring Car on board at Folkestone

When the tourist finally leaves the country, he must see that the Departure Permit is detached by the Customs.

Triptiques are obtainable on application by members of the Royal Automobile Club, the Automobile Association, the Motor Union, and are also issued by certain automobile clubs on the Continent, in which membership may be obtained. The dues and fees are very small. For instance, the dues of the Touring Club de France are about $1.20 U. S. money per year, or $25.00 for life membership. The Automobile Club of America also issues Triptiques.

To obtain a triptique the following particulars must be given:

(*a*) Kind of car (whether racing or otherwise), manufacturer's number and trade mark.

(*b*) Make and number of engine.

(*c*) Style of body, seating accommodation, description of interior fittings, upholstery, etc.

(*d*) Color of car and any special features.

(*e*) *Weight* and *value* of the car. A photograph of the car must be attached to the triptique.

(*f*) Five unmounted photos of chauffeur, 1¼ in. by ⅞ in.

Triptiques are valid in France, Germany, Austria, Belgium, Holland, Switzerland, Italy, Spain and Luxemburg.

The approximate amount of deposit required on a 4 to 7 passenger car in different countries is as follows:

France, $6.50 per 100 lbs., available for one year; Germany and Luxemburg, $2.45 per 100 lbs., available for one year; Holland, 5 per cent of declared value, available for one year; Belgium, 12 per cent of declared value, available to 31st of December of year of issue; Italy, in full $120, available for three months from date of importation; Switzerland, $4.50 per 100 lbs., available for six months from date of entry.

TRANSPORT OF MOTOR-CARS BY SEA AND RAIL

Boulogne-Folkestone Route

Folkestone-Boulogne being the favorite route for motorists coming from England, it is placed first.

Cars are conveyed by the South Eastern and Chatham Railway Company's passenger steamers daily (Sundays included). The departures are as follows:

Folkestone (dep.)	11.55 A.M.	4.10 P.M.
Boulogne (arr.)	1.45 P.M.	5.45 P.M.
Boulogne (dep.)	12 (noon)	7.10 P.M.
Folkestone (arr.)	1.35 P.M.	8.40 P.M.

Rates for Motor-Cars

	£	s.	d.
For cars of normal size at Owner's risk	4	0	0
For cars of normal size at Company's risk	5	5	0

Cars for shipment by the 11.55 A.M. boat from Folkestone must be on the quay at 10.30 A.M.

Cars for shipment by the 4.10 P.M. boat from Folkestone must be on the quay at 2 P.M.

Cars for shipment by the noon boat from Boulogne must be at the South Eastern and Chatham Railway Company's office (Gare Maritime) not later than 10.30 A.M.; and by 5 P.M. for shipment by the 7.10 P.M. boat.

In all cases it is advisable to write as long beforehand as possible giving notice of intention to ship.

Cars landed at Boulogne from Folkestone are cleared through Customs at once, weekdays and Sundays alike.

Both at Folkestone and at Boulogne cars are run on to special stages and lowered on to the boats by cranes.

Heavy luggage must be removed from the cars to be registered, but hand-bags and light articles may be left in the car.

SOUTHAMPTON TO HAVRE
SOUTHAMPTON TO CHERBOURG
SOUTHAMPTON TO ST. MALO

By the London and South Western Railway Company's steamers:

	£	s.	d.
For cars not exceeding 1 ton	2	7	6
For cars not exceeding 25 cwt.	3	0	0
For cars not exceeding 30 cwt.	3	10	0
For cars not exceeding 2 tons	4	0	0

Cars for shipment to Havre or Cherbourg must be alongside the boat (which sails at midnight) not later than 10 P.M., and those for St. Malo (a tidal service) one hour before advertised sailing. At least twelve hours' notice should be given of intention to ship.

MILEAGE TABLES.

The following table of kilometers and miles will be found of some service while traveling abroad.

Km.	Miles	Km.	Miles	Miles	Km.	Miles	Km.
1	0.621	17	10.558	1	1.609	17	27.37
2	1.242	18	11.179	2	3.219	18	28.08
3	1.863	19	11.800	3	4.828	19	30.59
4	2.484	20	12.421	4	6.437	20	32.20
5	3.105	30	18.63	5	8.047	30	48.28
6	3.726	40	24.84	6	9.660	40	64.37
7	4.347	50	31.05	7	11.27	50	80.47
8	4.968	60	37.26	8	12.87	60	96.56
9	5.89	70	43.47	9	14.48	70	112.65
10	6.21	80	49.68	10	16.09	80	128.75
11	6.831	90	55.89	11	17.70	90	144.84
12	7.453	100	62.06	12	19.31	100	169.93
13	8.074	200	124.2	13	20.02	200	321.86
14	8.695	300	186.3	14	22.53	300	482.79
15	9.316	400	248.4	15	24.15	400	643.72
16	9.937	500	310.5	16	25.76	500	804.66

together with the following particulars: (1) weight of car; (2) measurement; (3) whether or not the car is fitted with a fixed canopy or cab attachment.

The landing and shipping at Havre and Cherbourg depend upon the state of the tide.

Driving licenses for France can be obtained at either of the three ports.

Motorists returning from France are advised to communicate with the London and South Western Railway Company's Agent at the port at which they will embark.

NEWHAVEN—DIEPPE ROUTE

Motor-cars, when accompanied by the owners or their representatives, can be shipped, weather and other circumstances permitting, on the passenger boats sailing between Newhaven and Dieppe. For further particulars write or telephone (Westminster 874) to the Continental Manager, London Brighton and South Coast Railway, Victoria Station, S.W., stating date of proposed journey, weight of car, and whether it is desired to cross by the day or night passenger boat.

Rates.—The rates for the conveyance of accompanied motor-cars from Newhaven to Dieppe and *vice versa* are as follows:

	Per Car. £	s.	d.
1) Motor-cars with wheel-base less than 6 ft. 4 in.	3	10	0
	2	10	0*
2) Motor-cars with wheel-base 6 ft. 4 in. to 8 ft. 4 in.	4	5	0
	3	0	0*
3) Motor-cars with wheel-base 8 ft. 4 in. to 10 ft. 4 in.	5	0	0
	3	10	0*
4) Motor-cars with wheel-base exceeding 10 ft. 4 in.	5	16	0
	4	0	0*

*At Owner's risk.

The only additional charges are for French Government Stamp, &c., as follows: Newhaven to Dieppe, 1*s.*; Dieppe to Newhaven, 1*s.* 11*d.*

Cars for shipment at Newhaven by the passenger boats should reach the port at least one and a half hours before the time fixed for the departure of the boats. At Dieppe, cars for shipment by the *day* passenger boats should also reach the port at least one and a half hours prior to the hour of sailing; if for shipment by the *night* passenger boats, cars can be accepted up to midnight if accompanied by a triptique or deposit voucher, but failing the possession of either of these documents, they should reach Dieppe by 5.0 P.M.

	Day Passenger Boat	Night Passenger Boat
Newhaven Harbor dep.	11.30 A.M.	10.25 P.M.
Dieppe-Maritime (about) arr.	3. 0 P.M.	2.30 A.M.
Dieppe-Maritime dep.	1.34 P.M.	1.25 A.M.
Newhaven Harbor (about) arr.	5. 0 P.M.	5. 0 A.M.

Per Cargo Steamer

Motor-cars are also shipped by cargo boats which sail as under:

Newhaven to Dieppe every week night. There is no cargo boat on Sunday nights.

Dieppe to Newhaven on the nights of Monday, Tuesday, Wednesday, Thursday and Friday, and on the afternoon of Sunday. There are no cargo boats from Dieppe on Saturday or Sunday nights.

Rates.—The rates for the conveyance of motor-cars when not accompanied from Newhaven to Dieppe and *vice versa*, per cargo boat, are as follows:

Company's Risk

	£ s. d.	
Cars weighing up to 2050 kilos. or 40 cwt.	5 0 0	per car.
Cars weighing above 2050 kilos. or 40 cwt.	2 8 2	" ton.

Owner's Risk

Cars weighing up to 1450 kilos. or 28½ cwt.	3 10 0	per car.
Cars weighing above 1450 kilos. or 28½ cwt.	2 8 2	" ton.

Additional charges for French Government Stamp, &c.: New haven to Dieppe, 3*s.* 5*d.*; Dieppe to Newhaven, 4*s.* 5*d.*

Cars can be accepted at Newhaven for conveyance by cargo boat up to 7.0 P.M., and at Dieppe up to 5.0 P.M., or up to 10.0 P.M. if accompanied by a triptique, or deposit voucher.

A Noonday Meal in Brittany

DOVER—CALAIS ROUTE

By the South Eastern and Chatham Railway Company's night cargo boats, any night, Sundays excepted.

	£	s.	d.
For cars of normal size at Owner's risk.	4	0	0
For cars of normal size at Company's risk	5	5	0

The boats leave according to tide, and cars must be embarked before dusk.

All communications should be addressed to the Marine Superintendent, South Eastern and Chatham Railway, Dover, or at Calais to Captain E. H. Blomefield, Gare Maritime.

Telegrams: Dixon, Dover; and Blomefield, Calais.

Detailed Information Concerning Automobiles Abroad

Algeria and Tunisia.—These countries are under French control, and French Customs laws and road regulations prevail.

Roads—Algeria.—Roads are good, but some points of interest on the Algerian desert can only be visited after the

middle of March, owing to snow on the mountain passes. The roads are splendid after April 1st.

Roads—Tunisia.—Good roads are few, but the country is attractive and offers many places of interest to tourists.

Supplies.—Gasoline and supplies of all kinds are obtainable at larger cities only. For long trips between distant points extra supplies must be carried with you or shipped ahead.

AUSTRIA-HUNGARY.

Austria-Hungary Customs.—The duty, usually exacted in *Austrian Gold Coin*, must be deposited at the Frontier and is returnable when the car leaves the country, provided the stay does not exceed three months.

return of the duty deposited upon entering (state amount) will be required. This will give the official time to obtain the money. If, however, they are not in possession of the amount they should be requested to furnish a written statement certifying that the car left on a certain date, and that the Customs duty will be forwarded to a given address later.

The above remarks do not apply to holders of triptique.

CIRCULATION PERMITS, DRIVING LICENSES, RULES OF THE ROAD.

Credentials.—Customs Officials issue special permits and supply number plates to tourists who produce licenses

THE AUTOMOBILE READY FOR THE HOLD

The Customs deposit amounts to between $250 and $350 on ordinary touring cars. The exact scale is as follows:

Up to 4 quintal (880 lbs.) 150 Kronen—say $30 per 100 kgs. (220 lbs.).

Over 4 quintal but not exceeding 18 qu.—about 4000 lbs.; 120 Kronen per 100 kgs.—say $24.50 per 220 lbs.

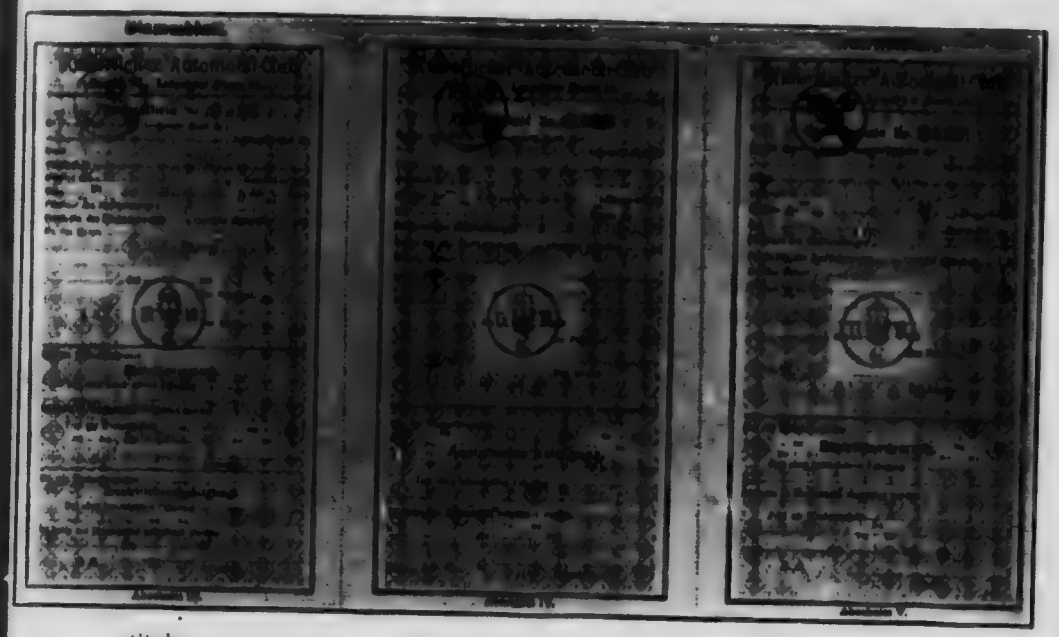
Over 18 quintal but not exceeding 32 qu.—about 7168 lbs.; 100 Kronen per 100 kgs.—say $20.50 per 220 lbs.

When practicable, it is advisable to write in advance to the Chief of the Customs at the point of departure stating that the car will be taken out of the country on a certain date, and a

issued in their own countries. These permits are valid for three months. If this period is exceeded the car and the driver must be examined by government officials.

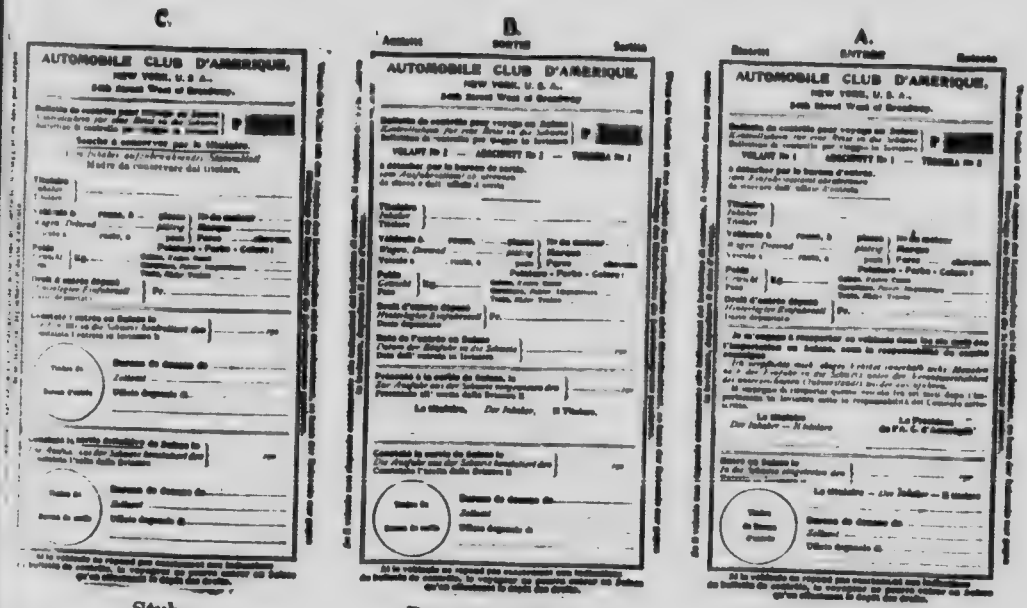
If you have no certificate of capacity, lose no time in asking for an examination and a certificate as to your competence. If this is not done within a fortnight after your arrival, complications may be expected.

On crossing the frontier, and satisfying the authorities of your automobiling capabilities, you will receive a letter "Z" in red color, which will have to be carried conspicuously on the machine.



Stub — Departing Coupon — Entering Coupon

GERMAN TRIPTIQUE



Stub — Departing Coupon — Entering Coupon

SWISS TRIPTIQUE

On leaving the country, you will be expected to return the red letter "Z" and any other *marque de reconnaissance* which you have received.

Lights.—Sufficient number required to give light on approach of the machine. Colored lanterns are not allowed.

Horn.—Required, and must be used during fogs.

Rules of the Road.—The general rule is to keep to the left and pass to the right, but this is reversed in the provinces of Tyrol, Carinthia, Istria, Carniola (Kroin) and Dalmatia, where the rule obtains to keep to the left and pass to the right. Never pass vehicles on bridges. Keep in line.

aces, or the buildings and ports appertaining to the palaces.

Side Trips—Dalmatia.—Dalmatia is governed by the laws and road regulations of Austria. This quaint and interesting country on the borders of the Adriatic is now being penetrated by adventurous automobilists with high power cars. The roads of the district are generally good, but the grades are very steep, since the country is broken and mountainous. Gasoline is difficult to obtain, and persons visiting that country should arrange to carry an extra supply to cover long distances between principal points.

THE AUTOMOBILE DOES AWAY WITH HOTELS AT TIMES

Speed.—The speed limit is fixed at 15 kilometers (10 miles) per hour in towns, to be reduced to 6 kilometers (4 miles) per hour in crowded thoroughfares or during fog.

On country roads a speed of 45 kilometers (30 miles) is permitted.

When an automobile causes fear to animals, slow down, and if necessary, stop.

Roads.—The roads, with the exception of some of the main routes, are poor and the existence of open gutters across the roads presents special danger to motorists. These gutters are more numerous in the mountain districts, and they are sometimes 18 inches to 2 feet deep.

In Vienna, automobiles are not allowed at any time near the Imperial pal-

BELGIUM.

CUSTOMS.

Duty is 12 per cent ad valorem, refunded in full, within six months, at whatever Customs frontier or port the car leaves the country.

Motorists are advised to give a true description of their car, as the Belgium Customs have the right to purchase the vehicle at its declared value.

Taxes on automobiles vary according to the province as follows:

Brabant.—20 francs per annum for 400 kilos and under, 50 francs over that weight.

Flandre Orientale.—15 francs per annum and per wheel, reduced one-half after July 1.

Hainaut.—No tax imposed for visitors of 30 days only. Otherwise 50 francs per annum (three seats), and 80 francs for more than three seats.

Liège.—Three months is deemed residence, which implies a tax of 75 francs for four seats and over, and 60 francs for less. After the first three months of the year, taxes are reduced one-half.

Limbourg.—Three months constitutes residence, and the tax is 20 francs per automobile per annum.

Namur.—50 francs per annum after thirty days' sojourn.

CIRCULATING PERMITS, DRIVING LICENSES, AND RULES OF THE ROAD.

Credentials.—No driving license is required, but it is advisable to carry the driving license issued in the United States.

Driver.—Must be over sixteen years of age.

Lights.—One front and one rear light. Headlights are forbidden in towns and villages.

PREPARING FOR A SPREAD

Horn.—Horn or large bell to be heard at least at 50 meters, must be carried. Sirens and whistles are only allowed in the open country. During time of ice and snow, bells or other constant warning must announce approach.

Metal Plates.—One plate bearing serial license number must be fixed in front of the car, and the number also painted at the rear, the latter to be lighted at night by convergent lights. These plates are obtainable at cost from the Belgian authorities.

Rules of the Road.—Keep to the right, pass on the left.

Speed.—In country districts 30 kilometers (20 miles). In towns, 10 kilometers (6½ miles). Special regulations are in force in certain towns. In crowds the speed of a man walking is enjoined, and vehicles must go in single file.

Roads.—Are generally good and signposts numerous.

Touring Club of Belgium.—At *Brussels:* Automobile Club de Belgique, Hotel du Globe, Place Royale, Brussels.

At *Antwerp:* Automobile Club Anversois, 40 Grand Place.

Side Trips.—Connection with the British Isles can be made by steamer from Ostend to Dover; from Bruges (Zeebrugge) to Hull; from Antwerp to Harwich, Grimsby, Manchester, Newcastle-on-Tyne, Southampton, Liverpool, Glasgow, Dublin or Belfast.

BRITISH ISLES.

CUSTOMS.

No duty deposit is required.

Taxes for registration are as follows:

Registration of car	£1.0.0
Driver	5.0
Owner	5.0
Inland revenue tax on cars over 2240 lbs.	4.4.0
Inland revenue tax on cars over 4480 lbs.	5.5.0
Tax for employing male (chauffeur) servant	15.0
Total £6.9.0=$31.60	
or £7.10.0=$36.75	

CIRCULATION PERMITS, DRIVING LICENSES AND RULES OF THE ROAD.

Credentials.—It is advisable to have with you your driver's license issued in the United States. Automobiles must be registered with the council of a county or county borough, and a license to drive is required. Application blanks for driver's license and registration of car may be obtained before leaving the United States, and may be sent on ahead so that licenses will be ready on arrival in Great Britain.

Driver.—Must be over seventeen years of age.

Lights.—A white light in front and red light in the rear are required; the former must be placed to the extreme right of the machine so as to be free from all obstruction to the light.

Horn.—Loud sounding signal horn or bell.

Number Plates.—Two, one in front and one in rear. The weight of machine must be indicated conspicuously if in excess of fifteen hundredweight.

Brakes.—Two brakes are required, acting independently and in good working order, and of such efficiency that the application of either to the automobile shall cause two of its wheels on the same axle to be so held that the wheels shall be effectually prevented from revolving, or shall have the same effect in stopping the automobile as if such wheels were so held.

Rules of the Road.—Keep to the left, pass on right.

The driver must stop when requested by competent authority, by signal (such as holding up the hand) or otherwise. No neglectful or wilful obstruction of the road is allowed.

Speed.—Limited to 20 miles an hour as a maximum, but vehicles weighing over two tons ought not to approach that speed.

TRANSPORT OF MOTOR-CARS BY RAIL IN FRANCE

Cars are classified according to *empatement* or the distance between the axle of the front wheels and that of the rear wheels. They are divided into six categories, of which the following three relate to ordinary touring-cars: (A) Ordinary passenger-cars with four wheels and exceeding 2m. 60 between axles. (B) Ordinary passenger-cars measuring between axles from 2m to 2m. 60. (C) Ordinary passenger-cars measuring between axles less than 2m. The old and more expensive tariff being still in existence, motorists should always stipulate for the new one, and the cheapest route. This tariff is known as the Tarif Spécial Commun, G.V. No. 128 and P. V. No. 128. The following are the rates:

By Fast Train (Grande Vitesse)
Tarif Spécial Commun G.V.—128.)

Distances.	A.	B.	C.
Kil.	Francs.	Francs.	Francs.
100	50	45	40
200	97	87	77
300	141	126	111
400	181	161	141
500	217	192	167
600	249	218	187
700	277	242	207
800	301	262	223
900	321	278	235
1000	337	290	245
1100	349	300	253
1200	359	308	259
1300	367	314	265
1400	375	320	271
1500	383	326	277

By Goods Train (Petite Vitesse)
(Tarif Spécial Commun P.V.—128.)

Distances.	A.	B.	C.
Kil.	Francs.	Francs.	Francs.
100	30	28	25
200	56	32	48
300	81	75	69
400	104	96	87
500	125	115	102
600	144	132	112
700	161	147	122
800	176	160	132
900	189	171	141
1000	200	180	148
1100	210	188	154
1200	215	192	157
1300	220	196	160
1400	225	200	163
1500	230	204	166

In certain districts where conspicuous notices are exhibited, the speed must be limited to 10 miles an hour or as indicated on the notices.

Roads.—Are generally good, and sign posts are numerous. A few roads are closed to automobiles. This is frequently the case in Scotland.

Automobile Association.—Automobilists will find it an advantage to join the Automobile Association, whose headquarters are in Coventry Street, London, W. This association has road agents on the chief routes in Great Britain who can render valuable assistance to members.

Motor Car Sign Posts.

Under Section 10 of the Motor Car Act, 1903, County and Borough Councils are authorized to erect and maintain the following sign posts denoting special speed limits, dangerous corners, cross roads, and precipitous places:

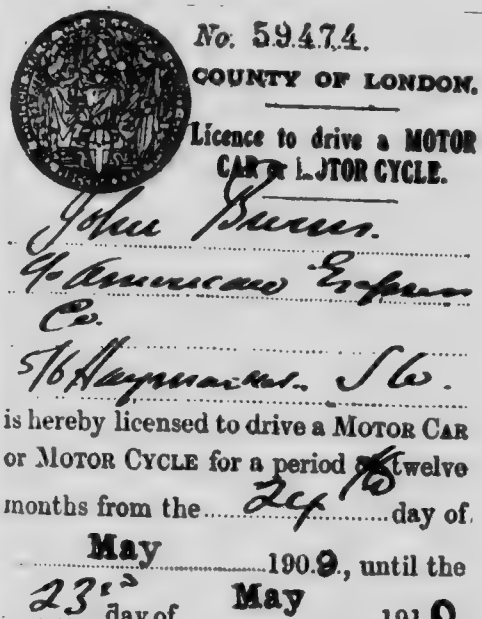
I.—For 10 miles or lower limit of speed, a white ring, 18 inches in diameter, with plate below, giving the limit in figures.

II.—For prohibition, a solid red disc, 18 inches in diameter.

III.—For caution (dangerous corners, cross roads, or precipitous places), a hollow red equilateral triangle, with 18-inch sides.

IV.—All other notices under the act to be on diamond-shaped boards.

All such notices should be placed on the near side of the road facing the approaching driver. See cuts page 414.



No. 59474.

COUNTY OF LONDON.

Licence to drive a MOTOR CAR or MOTOR CYCLE.

John Burns.

c/o American Express Co.

5/6 Haymarket. S.W.

is hereby licensed to drive a Motor Car or Motor Cycle for a period of twelve months from the 24th day of May 1909, until the 23rd day of May 1910, inclusive.

County Hall, Spring Gardens, S.W.

S.O. 81—10,000 28.4.09.

Duly Authorised Officer.

This Licence is hereby renewed so as to be in force for a period of twelve months from the ..... day of ..... 191...., until the ..... day of ..... 191.... inclusive.

Duly Authorised Officer.

This Licence is hereby renewed so as to be in force for a period of twelve months from the ..... day of ..... 191...., until the ..... day of ..... 191.... inclusive.

Duly Authorised Officer.

MOTOR LICENSE FOR GREAT BRITAIN

Motor Union.—1 Albemarle Street, London, Rees Jeffreys, Secretary.

Membership in either of the beforementioned organizations, at one-half the regular subscription, can be arranged through the American Automobile Association, New York or American Express Company, London.

Side Trips.—Connection with Ireland can be made by steamer from Holyhead and Liverpool to Dublin; to the Isle of Man from Liverpool; to France via Dover-Calais, Folkestone-Boulogne, Newhaven-Dieppe or Southampton-Havre. There are also regular steamers to Holland, Belgium, Denmark, Germany and Norway.

Roads.

The roads in Northern and Central Europe are kept in splendid repair by a large force of caretakers. The Touring Club of France has a fund for the benefit of disabled road makers, and it is a graceful act to make a contribution to this fund.

ROYAL AUTOMOBILE CLUB.
TOURING DEPARTMENT.

Care should be taken to supply full and accurate information in every particular, otherwise delay will be caused for which the Council will not be responsible. The footnotes should be studied before filling up the form.

Form 1.

[*This form when filled up should be addressed to "The Clerk of the London County Council, County Hall, Spring Gardens, S.W."*]

REGISTERED No.

London County Council.

Way Slip No.

Receipt No.

MOTOR CAR ACTS.

Particulars to be given by Applicant for

REGISTRATION OF A MOTOR CAR

(Not being a Motor Cycle).

The statutory fee of 20s. must be forwarded with the application. The fee should be paid by means of cheque or postal order, made payable to the London County Council, and crossed—"London and Westminster Bank to account of London County Council."

1. Full name of owner				
2. Postal address of usual residence of owner*				
3. Description or type of car†				
4. Type and colour of body of car‡ ..				
	Tons.	cwts.	qrs.	lbs.
5. Weight unladen§				
6. Whether intended for— (a) Private use, or (b) Use for trade purposes, or (c) Use as a public conveyance				
7. Particulars as to the positions on the back and on the front of the car in which it is proposed to place the plates forming the identification mark‖				

Signature of Owner or person applying on his behalf _____

Address _____

Date of Application _____

* If the car is not intended to be kept at this address, please state also, if possible, where the car is proposed to be kept.

† *e.g.*, a 12-h.p. car, or a steam lorry, or electric brougham, with the addition, in each case, of the name of the maker, or name by which the type is ordinarily known.

‡ *e.g.*, Tonneau body painted yellow, or dog cart body painted black, picked out with red, or van body painted blue with the name of the firm upon it.

§ Care should be taken to give the exact weight, and in calculating this the weight of any water, fuel, or accumulators used for the purpose of propulsion shall not be included.

‖ Instead of plates, designs, painted or otherwise, shown upon the motor car may be used if so desired.

[illegible]—10000—[illegible]] [S.S./[illegible]

ROYAL AUTOMOBILE CLUB.
TOURING DEPARTMENT.

NOTE.—This form must only be used by persons who reside in the County of London or have no residence in the United Kingdom.

Care should be taken to supply full and accurate information in every particular, otherwise delay will be caused for which the Council will not be responsible.

Form 8d.

Pay Slip No.
Receipt No.

London County Council.

Licence No. _____

MOTOR CAR ACTS.

APPLICATION FOR A LICENCE TO DRIVE.

The statutory fee of 5s. must be paid by the applicant and this form must be signed by him. The fee can be paid by means of cheque or postal order, made payable to the London County Council, and crossed—"London and Westminster Bank to account of London County Council."

1. Full names of applicant	
2. Postal address of residence of applicant...	
3. Is the application (a) for a licence to drive motor cars and motor cycles, or (b) for a licence limited to driving motor cycles?	
4. Is the applicant (a) less than seventeen years of age, or (b) in the case of an application limited to driving motor cycles, less than fourteen years of age?	
5. Is the applicant the holder of a licence, or has he at any time previously been the holder of a licence? ...	
6. Particulars of any licence which the applicant holds, or which he has previously held	County or County Borough ... .. Number of Licence ... ... Date of Expiry ... ...
7. Particulars of any endorsement on any licence which the applicant holds, or which he has previously held. (*See Sec. 5 on back hereof.*)	
8. Has the applicant at any time been disqualified for obtaining a licence? If so, particulars as to the Court by whom, the date on which, and the period for which the disqualification was imposed. (*See over.*)	

I declare that the above particulars are true in every respect, and I apply for a licence to be granted to me.

Signature of Applicant _____

Date of Application _____

NOTE.—An application for the grant or renewal of a licence may be received and dealt with at any time within one month before the date on which the grant or renewal of the licence is to take effect.

19405—10000—22.2.09

S.S./7818 P.T.O.

A. A. Village Signs.

The Automobile Association is placing signs on all the most frequented routes, giving names of villages, etc., and the distances to the nearest hamlets in both directions. Lamps are also being erected, which are illuminated at night and give similar information to motorists.

Sign Posts Village Signs

DENMARK.

Tourists' cars admitted free on declaration of visit being temporary. The authorities demand engine number, horsepower and weight of car, and number of British driving license. British licenses must be produced for stamping. Speed limit: 15 kilometers in towns, and 30 kilometers in the country. Roads good, but upon many of the minor roads motoring is not allowed; supplies plentiful. Motoring not allowed before sunrise or after sunset.

EGYPT.

Circulating Permits, Drivers' Licenses and Rules of the Road.

Credentials.—Automobiles must be registered at the office of the governor or at the *Moudirieh*, before being driven in the streets. The license once acquired is valid for the whole of Egypt.

Hired machines are not exempt from severe restrictions as to license to drive. Application must be made to the governor or to the Moudir, who will deliver the certificate, provided the applicant can prove, in a practical and technical manner, his ability to drive an automobile.

Lights.—One in front, and one in the rear to show number at night.

Horn.—Required.

Plates.—A number is given to each holder of a license, and this is indicated on a *plaque* in front of the automobile and one in the rear.

Rules of the Road.—Keep to the right. Drive with great care. In crowds or narrow thoroughfares, not greater than that of a man walking. In towns a maximum speed of 15 kilometers an hour is prescribed.

FRANCE.

Customs.

On landing at a French port, apply at once for one of the authorized agents to fulfil the necessary Customs formalities.

Motorists are warned against touts who are to be found at all the ports.

An Auto Dejeuner

Motor-cars entering France are subject to the following duty: any car of European origin: 50 francs per 100 kilos. America not coming under the "most favored nations" clause, American cars pay a slightly higher rate, as follows: 63 frs. 60 per 100 kilos. This duty is refunded in full upon surrender of the certificate of deposit, at whatever port or frontier Customs the car leaves the country, but it must be within a year from date of entry.

Motor-cars of French manufacture pay no duty on entering France provided a *passavant* is produced. This document is obtainable from the Customs officials at the place at which the car is *first* taken out of France, and is valid for one year. It cannot be obtained after the car has once left the country. A *passavant* can be renewed provided an application is made before the date of expiry, but only at the frontier Customs at which it was originally issued.

As regards cars of foreign make, a *passavant* can also be obtained provided the owner of the car is able to prove that he has a private residence in France.

Tourists bringing cars into France are only allowed to carry two spare tires (with inner tubes), or two com-

plete-tired wheels, free of duty. On all tires or wheels in excess of this number the full duty is chargeable, viz., 70 francs per 100 kilogrammes, equivalent to 3 pence per lb., and will not be refunded. The number of spare tires and wheels should be specified on all Customs triptychs.

CIRCULATION PERMITS AND DRIVING LICENSES IN FRANCE.

Motorists intending to tour in France should provide themselves with (1) a circulation permit for their car and (2) a driving license both for themselves (if they intend driving personally) and for their chauffeur. These documents are obtainable at any Préfecture.

Applicants for driving licenses will be required to furnish the following particulars:

(1) Name (Surname and Christian name).
(2) Place of birth.
(3) Date of birth.
(4) Present address.
(5) Unmounted photograph (size about 1½ by 2 inches) taken full-face, which will be gummed on license when issued.

USEFUL TIPS

(1) To avoid heavy octroi duties, do not take more petrol into Paris than is necessary. Refill outside the barriers. Octroi duties on petrol are rarely levied in other towns.

(2) When entering France it is always advisable to declare any dutiable goods. As a rule, a broken box of 50 cigars or 100 cigarettes is admitted free. Matches are strictly prohibited.

(3) When in difficulties in a village through a breakdown or other cause, ask to be taken to Monsieur le Maire or Monsieur le Curé; the latter will generally be found the more intelligent.

(4) When on the road, always keep a sharp lookout for *caniraux*, or open gutters. On the main roads they are very clearly indicated by warning posts as follows. |—— |

(5) Do not time yourself to arrive at a frontier Customs station, or at any other place where you have official business to transact, between noon and 2 P.M. These being the generally recognized official dinner hours, you will rarely find any one to attend to you.

Sirens illegal in France.—Article 15 of the law of March 10, 1899, regulating the circulation of motor-cars, lays it down that the approach of a motor-car must be signalled, in case of need, by *means of a horn*. This law is rigorously enforced in Paris and some of its environs, but sirens are tolerated in most of the other parts of France.

Crossing the Frontier.—A motorist *must* have his papers stamped on leaving a country, and he *must* obtain the papers of the new country which he enters. Should he fail to do this, the motorist in the first place forfeits the refund of his deposit, and secondly, risks penalties by contravening the law.

Running past a Customs House.—On the main thoroughfares the Customs Houses are generally easily found, but on less-frequented roads it is equally easy to unwittingly run past the inconspicuous building. For the reasons stated in the preceding paragraph, motorists are therefore warned, when approaching a frontier, to ascertain the nearest Customs House.

New Proposal.—M Chastene has induced the French Chamber of Deputies to pass a law to punish the offence of flight on the part of the driver of a motor-car or other vehicle that has caused an accident. It runs: "The driver of any vehicle, who, knowing that it has just caused or occasioned an accident, has not stopped or has attempted to escape from the responsibilities, penal or civil, which he may have incurred, shall be punished with six days to two months' imprisonment and a fine of 16f to 200f., and this without prejudice to any other penalties that he may have incurred through the accident. In the case of Articles 319 and 320 of the Penal Code having been infringed, the penalties that may be inflicted under these articles shall be doubled."

Before a circulation permit for the car can be obtained the latter must be examined by a government official from the Bureau des Mines, and an appointment fixing the date and hour at which the examination is to take place should be made several days before arriving in France. The letter making the appointment must be written in French on official stamped paper, *papier timbré* (60 centimes) and addressed to the Prefect at the nearest Préfecture to the port of entry.

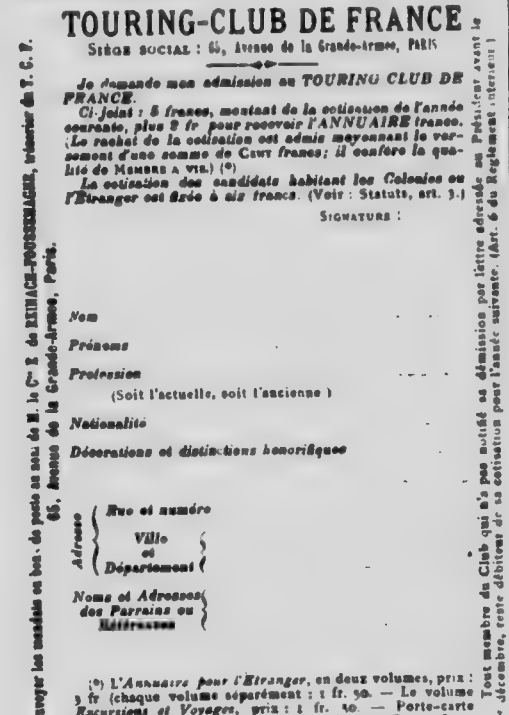
Landing Place.	*Nearest Préfecture.*
Boulogne } Calais } Dieppe }	Arras
Havre }	Rouen
Cherbourg	St. Lô
Bordeaux	Bordeaux

Upon arrival of the car, and after completion of the usual Customs formalities, it can be driven direct to the Préfecture at which the appointment is made, when the examination of the car will at once take place and the circulation permit be issued. The French registered number which the car will then have to carry will be found in the bottom left-hand corner of the certificate. The ordinary oblong plate carried by British cars may be reversed and the new French numbers painted on the blank side.

Address Plate.—A plate bearing the name and address of the owner must be fixed in a conspicuous position in the front part of the car. In the absence of such a plate the owner will be liable to a fine.

Number Plates.—An important Order of the Minister of Public Works came into force in France on January 1, 1910. The first article adds the following paragraph to the order dated September 11, 1901: "Each number-plate must consist of a flat surface forming an integral part of the *chassis* or body, and on this surface the number must

be painted. Alternatively, the number may be painted on a rigid metal plate, invariably *riveted* either to the *chassis* or the body." The numbers must be not less than 8 centimeters (3.937 inches) high. Another article of the same order is modified as follows: "After nightfall, and during the night, the car must carry at the back, in the position laid down in Article 3, a reflecting lamp, in perfect working order, lighting, as a transparency, an opaque glass, covered with a plate in which the numbers have been cut out, in such a manner that the numbers shall show in luminous characters on a dark back-



TOURING-CLUB DE FRANCE

SIÈGE SOCIAL : 65, Avenue de la Grande-Armée, PARIS

Je demande mon admission au TOURING CLUB DE FRANCE.

Ci-joint : 5 francs, montant de la cotisation de l'année courante, plus 2 fr pour recevoir l'ANNUAIRE franco. (Le rachat de la cotisation est admis moyennant le versement d'une somme de CENT *francs; il confère la qualité de* MEMBRE A VIE.) (*)

La cotisation des candidats habitant les Colonies ou l'Étranger est fixée à six francs. (Voir : Statuts, art. 3.)

SIGNATURE :

Nom

Prénoms

Profession

(Soit l'actuelle, soit l'ancienne)

Nationalité

Décorations et distinctions honorifiques

Adresse { *Rue et numéro* / *Ville et Département* }

Noms et Adresses des Parrains ou Références

Envoyer les mandats en bon. de poste au nom de M. le Cte E. de EXIMACH-POUSSEMACHE, trésorier du T. C. F. 65, Avenue de la Grande-Armée, Paris.

Tout membre du Club qui n'a pas notifié sa démission par lettre adressée au Président avant le 1er décembre, reste débiteur de sa cotisation pour l'année suivante. (Art. 6 du Règlement intérieur.)

(*) L'*Annuaire pour l'Étranger*, en deux volumes, prix : 3 fr (chaque volume séparément : 1 fr. 50. — Le volume *Excursions et Voyages*, prix : 1 fr. 50. — Porte-carte d'identité marqué au monogramme du Touring-Club, 2 fr. 50 (franco : 2 fr. 75).

APPLICATION BLANK

ground; the numbers being of the size, etc., laid down in Article 2. Alternatively, the plate, as laid down in Article 2, may be illuminated by a reflecting lamp, in perfect working order, if it satisfies the following conditions: (1) The light center to be at the same height as the plate, and at the intersection of two vertical planes, one parallel to the axis of the vehicle and situated 15 centimeters to the left of the left end of the numbers, the other perpendicular and at least 15 centimeters distant from the face of the numbers. (2) The position of the reflector, and the direction of the rays of light, must be such that the lighting of the whole number-plate shall be practically the same, the outer numbers being as well lighted as the others. Whichever of these two methods of lighting be employed, the lighting of the letters and numbers must be such that the rear number can be read during the night at the same distance as in broad daylight. The above arrangements must not hinder in any way the visibility during the day of the rear plate prescribed in Article 2, this plate remaining distinct from the transparent lantern number referred to in the first part of this article. The preceding arrangements will be obligatory from January 1, 1909."

For the convenience of motorists landing at Boulogne special arrangements have been made whereby Circulation Permit and driving licenses may be obtained there on certain days without the necessity of going to the Préfecture at Arras. These days are:

In Winter: Mondays.
In Summer: Mondays and Fridays.

Motorists wishing to avail themselves of this advantage should write direct, several days in advance, to the South Eastern and Chatham Railway's representative, Boulogne-sur-Mer. As the examining official does not arrive at Boulogne until 3 p. m., those motorists wishing to obtain their Circulation Permit and Driving License, and to leave the same day, must arrive by the 11.55 a. m. boat from Folkestone.

The French driving license is for life, not for a year only as in the case of the English one. The fee for a French license is £1.

At Havre provisional licenses can be obtained. These must, of course, be replaced later by the ordinary permanent document. Representatives of the express company undertake all arrangements for motorists landing at the latter port.

Brakes.—Two independent brakes must be provided, and each must act automatically. One system, at least, must act directly on the wheels.

Horns.—One required. The use of sirens is prohibited in large cities.

Lights.—Lighted acetylene lamps are forbidden in cities and towns. Two front lamps are required, green on the left, white on the right.

Leaving France Temporarily.—Tourists who desire to leave France temporarily may secure a *passavant*, which will allow them to re-enter without payment of duties.

If the machine be of French manufacture, the securing of the *passavant* is easy of accomplishment. If it is of foreign manufacture, the receipt should be shown proving that the Customs duties were paid at the time of importation into France. Sometimes, where the duty has not been paid, the owner of the machine may have secured a bond called *acquit-à-caution*, which the Customs officials at the frontier will respect.

Acquit-à-cautions may be obtained at any of the railway stations, at any of the Customs bureaus, and particularly at the frontier Customs stations. The

passavant is sometimes called a *passavant descriptif*, because it must contain a full description of the machine—name of maker, horsepower, number of motor, style, painting, and so on. The *passavant* is good for ONE YEAR; can be used several times during this period, but must be visèed EACH TIME YOU PASS THE FRONTIER, COMING AND GOING, by the officials. (See "Forms.")

Rules of the Road.

In France the rule of the road is that traffic shall *keep to the right and pass other vehicles on the left*. It may here be mentioned that the same rule is in force in all the other European countries except Bohemia, where they keep to the left and pass to the right, as in England.

Speed Limits.

In the open country: 30 kilometers (18½ miles) an hour.

In populated places: 20 kilometers (12½ miles) an hour.

In narrow and crowded places; 6 kilometers (4 miles) an hour.

In built-up sections, 12 kilometers (8 miles), unless otherwise indicated by signs.

In Paris, 10 miles.

There are exceptions to the above rules in certain districts.

The following is a translation of a paper by Mr. J. Perrigot, Chairman of the Vosges Automobile Club, which has been adopted by all the principal motor clubs and associations in France:

1. *On a clear road* the middle may be occupied on condition of leaving sufficient space on the left to allow of the passing of a faster car traveling in the same direction.

2. *Meeting of two cars.*—(*a*) Two cars coming in opposite directions pass one another each keeping to its right. They must slow down when the road is obviously too narrow for them to pass one another easily, either because the road is in itself narrow or made narrow by tramways, partly obstructed by road or other materials. If very narrow or difficult the speed should even be reduced to walking pace. (*b*) Two cars traveling at different speeds in the same direction: the car that is being overtaken must simply be kept to its right. The driver of the car that wishes to pass should notify its presence by sounding the horn, and not attempt to pass until clear space is given for him to do so. (*c*) A car should *never* be passed at a turning nor at a high speed when passing through a village.

3. *Turnings.*—(*a*) Where the whole of the turning is visible there is no necessity to slow down. (*b*) When a part of the turning is hidden speed must be reduced sufficiently to enable the car to be stopped within 12 yards. This especially applies to hilly countries. (*c*) The car must on no account leave the right side of the road and the horn must be sounded. (*d*) In the case of there being an obstacle on the right side of the road, thus obliging the car to go to the left, the driver should proceed so slowly that he can, if necessary, stop within 4 yards, and sound his horn continuously.

4. *Cross-Roads.*—(*a*) Speed need not be slackened when the view is not hidden in any way and the road is clear. If two cars are converging towards open cross-roads, the driver who sees a car coming from his right must give way no matter what the relative widths of the roads may be. He must therefore slow down and, if necessary, stop. (*b*) If the cross-road cannot be seen, or even if the view is merely hidden, the driver of a car approaching a cross-road must reduce to not more than 2 miles an hour. If on arriving thus at the slackened speed at the cross-road the drivers of two cars find themselves meeting and in danger of collision, each should swerve to the right, even though this should make him momentarily leave his own road.

5. *Passing Through Crowded Places.*—(*a*) In passing through towns the special regulations locally in force must be respected. (*b*) In passing through villages speed should be so reduced that the car can be stopped in 12 yards if the road be broad or in 4 yards if it is narrow. The horn must be sounded when nearing isolated houses.

6. *Meetings.*—When approaching men or animals they should be warned by continuously sounding the horn until it is evident that notice has been taken, and considerably slacken speed if the road is narrow. If animals show sign of fear, the driver of a car must relax speed, and, if necessary, stop the car and even the motor.

7. *Accidents to Persons.*—In the event of an accident, one must stop and render all possible aid to the victims of the accident. After seeing that the injured are safe and receiving medical aid, every effort should be made to gather all the evidence bearing on the circumstances of the accident.

8. If another car pass at the time of the accident, it should stop and offer every assistance, first to the injured and afterwards to the authors of the accident, it being always taken for granted that the accident was unavoidable.

9. *Mishaps, Breakdowns, Accidents to a Car.*—(*a*) Every motorist must be ready to render assistance to a fellow motorist when asked. (*b*) In the case of a breakdown help is asked as follows: (i) In the daytime by facing the car which it is desired to stop and raising and lowering one's arm perpendicularly to the road, or by placing a white flag (a handkerchief will do) in a conspicuous position on the car; (ii) At night by waving one of the lamps across the road.

10. In the case of breakdown through want of petrol the driver from whom it is asked should let his fellow driver have whatever quantity he can spare. This petrol must be paid for in ready money.

Numéro du certificat (1) 2948.

Le Préfet du département d

Vu le décret du 10 mars 1899 portant reglement relatif à la circulation des automobiles, et spécialement son article 11;

Vu l'avis favorable du service des Mines;

Délivre à M. (2) John Burns

né à (3) Sligo (Irlande) le 23 Février 1874

domicilié à (4) 361 Broadway, New York city Etats Unis

un certificat de capacité pour la conduite d es (5) Voiture automobiles à pétrole, sauf celles à Vapeur

fonctionnant dans les conditions prescrites par le décret susvisé.

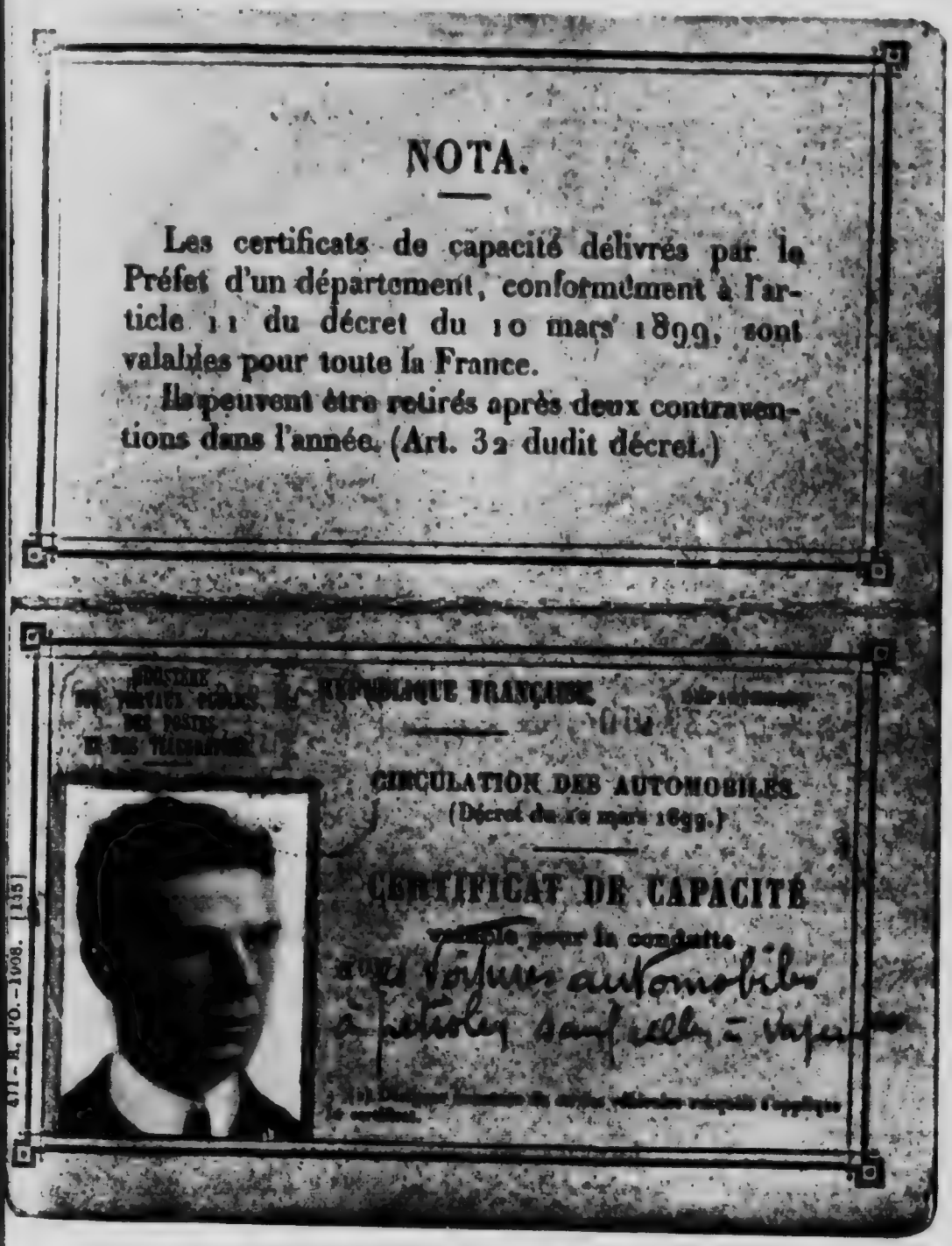
Arras le 28 Mai 1909.

Le Préfet,
Pour le Préfet
Le Secrétaire général

Signature de titulaire
John Burns

(1) Numéro du registre spécial de la Préfecture. — (2) Nom et prénoms. — (3) Lieu et date de naissance. — (4) Indication précise du domicile. — (5) Désignation de la nature du ou des véhicules à la conduite desquels s'applique le certificat de capacité conformément au paragraphe 11 de la circulaire ministérielle du 10 avril 1899.

REVERSE OF FRENCH PERMIT



NOTA.

Les certificats de capacité délivrés par le Préfet d'un département, conformément à l'article 11 du décret du 10 mars 1899, sont valables pour toute la France.

Ils peuvent être retirés après deux contraventions dans l'année. (Art. 32 dudit décret.)

MINISTÈRE DES TRAVAUX PUBLICS, DES POSTES ET DES TÉLÉGRAPHES

RÉPUBLIQUE FRANÇAISE

CIRCULATION DES AUTOMOBILES.
(Décret du 10 mars 1899.)

CERTIFICAT DE CAPACITÉ
valable pour la conduite
des voitures automobiles
à pétroles sans celles à vapeur

FRENCH PERMIT TO RUN AN AUTOMOBILE

11. *Emission of Smoke.*—Emission of smoke from exhausts in ports, renders automobilists liable to arrest and to a fine.

The Bois de Boulogne and Vincennes. The gates of the Bois de Boulogne are open from 5 a. m. to midnight from April 1 to October 15, and from 6 a. m. to 10 p. m. from October 16 to March 31. Exception is made in regard to the gates at Maillot, St. James, and Bagatelle, which are closed at 7 p. m. from October 16 to March 31; the Grille des Princes is closed at 7 p. m. from October 16 to March 31, and at 8 p. m. from April 1 to October 15. To pass the gates at forbidden hours a special permission is required. In this case it will be necessary to write to the "Direction Administrative des Services d'Architecture et des Promenades et Plantations," at the "Préfecture de la Seine, Paris," requesting a pass (*carte de circulation*), enclosing a money order (*mandat de poste*) for thirty francs. The pass is valid for the period of one year.

Automobiles are forbidden in the Bois de Boulogne, in the Pré-Catelan, in the Allée de Longchamp, otherwise known as the Acacias, from 1 p. m. to 7 p. m. Speed in the Bois is limited to 12 kilometers an hour. The vehicle must be stopped when necessary on account of horses or other animals taking fright. The speed must not exceed that of "a man walking," when driving an automobile along narrow roads, and at the gates at the *octroi* offices, at intersections of roads, and everywhere an automobile might interfere with pedestrians, or where there is a crowd. Automobiles standing near horses must "stop their motors." The driver of an automobile must not leave his automobile when in the Bois. Only roads which may be considered as carriage roads (*voies carrossables*) are open to automobiles in the Bois. The 12-kilometer-an-hour limit is applicable to the Bois des Vincennes.

Touring Club de France.—65 Avenue de la Grande Armée, Paris.

Membership can be arranged through the American Automobile Association or the Automobile Club of America, New York, or American Express Company, Paris; fee fcs. 6 or $1.20.

NOTICES AND SIGN-POSTS.

The Association Générale Automobile issues the following warning signs, which are generally placed about 300 to 400 yards before the obstacles, on the right side of the road

The following are the principal notices issued by the Touring Club de France:

Ralentir.
Slacken speed.

Attention!
Route en cours de Rechargement.
Beware!
Road under repair.

Attention au Train.
Look out for the train.

Cassis
à 300 mètres.
(Arrow here)
Depression in road, 300 meters off, in the direction of the arrow.

Sharp turn to the right.

Sharp turn to the left.

Turning followed by hill.

Turning followed by descent.

Dangerous crossing.

Steep hill Steep descent

Winding descent with sharp turning.

Archway. Level crossing.

Rails above the level of the road.

Caniveau or open gutter.

Paved road (pavé).

"Humpy" road.

Village. (Reduce speed.)

Poste de Secours.
First aid post.

Allure Modérée
prescrite à
tous Véhicules.
All vehicles to drive with caution.

Passage à Niveau
à 300 mètres.
(Arrow here)
Level crossing, distant 300 meters in the direction of the arrow.

In addition to the foregoing there are numerous warnings and notices, issued by the local authorities in the various districts, of which the following are a few:

First aid post.

Go slowly.

Road for cyclists only. Horses, cattle, and vehicles forbidden

All vehicles drive with caution

Level crossing; 200 metres away, in the direction of the arrow.

Beware! Road under repair.

Look out for the train.

"Le Bout du Monde (Cascade). Fine outlook, 600 metres away" in the direction of the arrow. Typical board calling attention to scenery.

Sign indicating place of interest. In this case Roman arenas (remains) at the end of the path. Time of the excursion, thirty minutes.

Depression in the road; 200 metres off, in the direction of the arrow.

The usual simple form of signboard. [illegible] ves on the top line the chief town at the start and the one at the end of the route. On the lower lines are the nearest villages or towns in each direction respectively.

Another form of signboard. The name in the centre is that of the place. The names in the top corners are those of the towns at the end and at the start of the route, and underneath the names of the nearest towns or villages. The figures indicate the distance and the arrows the direction of the places.

Attention! Obstacle.
Beware of obstruction.

Attention! au Pas.
Warning! Walking pace only.

Attention!
Forêt en cours d'exploitation.
Warning!
Work in progress in the forest.

Ralentissez.
Ecole.
Reduce speed.
School.

Ralentissez.
Route en cours de réparation.
Reduce speed.
Road under repair.

Attention!
Tournante dangereuse.
Warning!
Dangerous turning.

FRENCH FAMILY TICKETS

In France *Carnets collectifs* are delivered to parties exceeding two persons, a reduction of 10 per cent. being made on the third ticket and of 25 per cent. on others. On these conditions the party is, of course, bound to travel together. These tickets are available thirty days for 1500 kilometres, forty-five days for 1501-3000 kilometres, sixty days for over 3000 kilometres. The fourth and following members of a family (which includes strictly relations and their servants only) are allowed a reduction of 50 per cent. on the single fare for the journey out and back. The family must travel together and each member is required to sign the tickets. On all circular tours the traveller has a right to alight at any station on the line of route, providing he has his ticket signed at the booking office before resuming his journey in the case of stations not figuring in his *carnet*.

Customs in France: The usual articles sought for are tobacco (for every Englishman knows what smoking material is in France) and spirits; in addition to these, the following are dutiable: New wearing apparel, silks, lace, linen, embroideries, carpets, curtains, tortoiseshell, ivory, knick-knacks, typewriters, jewelry, perfumery, sewing machines, tea, soap, candles, and provisions; while entirely prohibited articles are matches, medicines, playing-cards, and cartridges.

REIMPORTATION.

A recent ruling of the Treasury Department holds that, upon reimportation, a car previously exported is, under the rule, liable to duty at its full value if repairs amounting to more than 10 per cent of its original value have been made while the car was abroad. Under this ruling it is quite immaterial whether the repairs were necessitated by accident or otherwise.

TECHNICAL TERMS.

Accumulator.	*Accumulateur.*
Adjustor.	*Tendeur.*
Axle.	*Essieu.*
Bearing.	*Coussinet.*
Belt.	*Courroie.*
Bolt.	*Boulon.*
Bonnet.	*Capot.*
Box spanner.	*Clef à douilles*
Brake.	*Frein.*
Foot brake.	*Frein à pédale.*
Hand brake.	*Frein à levier.*
Brass wire.	*Fil de laiton.*
Bronze.	*Bronze.*
Burner.	*Bec.*
Carbide.	*Carbure.*
Carburator.	*Carburateur.*
Carburator float.	*Flotteur.*
Chain.	*Chaine.*
Chain link.	*Maillon.*
Circulating pump.	*Pompe de circulation.*
Clutch.	*Embrayage.*
Cock.	*Robinet*
Coil.	*Bobine.*
Connecting-rod.	*Bielle.*
Copper.	*Cuivre.*
Cord.	*Corde.*
Coupling, universal.	*Cardan.*
Crank.	*Manivelle.*
Crank, starting.	*Manivelle pour la mise en marche.*
Cylinder.	*Cylindre.*
Differential.	*Différentiel.*
Emery paper.	*Papier d'émerie.*
Engine oil.	*Huile à machine.*
Exhaust box.	*Pot d'échappement.*
Exhaust pipe.	*Tuyau d'échappement.*
Exhaust valve.	*Soupape d'échappement.*
File.	*Lime.*
Flange.	*Bride.*
Flywheel.	*Volant*
Friction.	*Frottement.*
Funnel.	*Entonnier.*
Gaiter.	*Guêtre.*
Gear.	*Engrenage.*
Governor, friction.	*Régulateur à friction.*
Governor shaft.	*Arbre du régulateur.*
Grease.	*Graisse.*
Hammer.	*Marteau.*
Hook.	*Crochet.*
Horn.	*Trompe.*
Ignition.	*Allumage.*
Ignition lever.	*Manette d'allumage.*
Indiarubber.	*Caoutchouc.*
Inlet valve.	*Soupape d'admission.*
Inner tube.	*Chambre à air.*
Inspection pit.	*Fosse.*
Joint.	*Joint.*
Joint screw.	*Joint à vis.*
Key.	*Clavette.*
Knocking.	*Tapage.*
Lamp-wick.	*Mèche.*
Leather.	*Cuir.*
Lifting jack.	*Cric.*
Lubricating oil.	*Huile à graisser.*
Lubricator.	*Graisseur.*
Misfire.	*Raté.*
Mixture.	*Mélange.*
Mudguard.	*Garde boue*
Non-skid tire.	*Pneumatique antiderapant.*
Number plate.	*Plaque numerotée.*
Nut.	*Ecrou.*
Out of gear.	*Debrayé.*
Pedal.	*Pédale.*
Pincers.	*Tenailles.*
Piston.	*Piston.*
Piston ring.	*Axe de piston.*

TECHNICAL TERMS—*Continued*

Piston rod.	*Tige de piston.*
Reverse.	*Marche arrière.*
Short circuit.	*Court circuit.*
Steering wheel.	*Volant de direction.*
Straighten.	*Redresser.*
Switch.	*Interrupteur.*
Teeth (of wheels).	*Dents.*
Throttle.	*Réglage à main.*
Tools.	*Outils.*
Tow.	*Remorquer.*
Trembler.	*Trembleur.*
Valve.	*Soupape.*
Valve, admission.	*Soupape d'admission*
Vise.	*Etau.*
Water circulation.	*Circulation d'eau.*
Water tank.	*Réservoir d'eau.*
Wheel, front	*Roue avant.*
" back.	" *arrière.*

WARNINGS ON THE ROAD.

Moderate speed.	*Allure modérée.*
Be careful.	*Attention.*
Walking pace.	*Au pas.*
Open gutters.	*Caniveaux.*
Blow the horn.	*Corner.*
Dangerous hill.	*Descente dangereuse.*
Speed limit.	*Maximum de vitesse.*
Level crossing.	*Passage à niveau.*
First-aid post.	*Poste de secours.*
Reduce speed.	*Ralentir.*
Road blocked.	*Route barrée.*
Dangerous turning.	*Tournant dangereux.*
Speed.	*Vitesse.*
Road under repair.	*Route en réparation.*
Bad pavé.	*Mauvais pavé.*
Sign-post.	*Poteau indicator.*
Road.	*Chemin, route, chaussée.*
To the left.	*A gauche.*
To the right.	*A droite.*
Straight on.	*Tout droit.*
Hilly road.	*Route accidentée.*
Slippery.	*Glissant.*
The road is muddy.	*La route est boueuse.*
Have you a circulation permit?	*Avez-vous votre permis de circulation?*
No, but I am getting one to-morrow at . . .	*Non, mais j'en aurai un demain à . . .*
At the end of the street.	*Au bout de cette rue.*
Opposite the . . .	*En face . . .*
Steep hill.	*Côte dure.*
Course.	*Le parcours.*
Hard.	*Dur.*
Branch road.	*Une bifurcation.*
Bridge.	*Pont.*
Narrow.	*Etroit.*
On the level.	*En palier.*
Which is the shortest way to . . .?	*Quelle est la route la plus courte pour . . .?*
Must I take the first turning to the right or go straight on?	*Dois-je prendre le premier tournant à droite ou suivre tout droit?*
How many kilometres from here to . . .?	*Combien de kilometres d'ici à . . .?*
Is the road good as far as . . .?	*La route est-elle bonne jusqu'à . . .?*
Will you please tell me the way to the near est garage? . . . nearest hotel?	*Voulez-vous me dire la route du premier garage? . . . du premier hôtel?*
What is the name of this village?	*Quel est le nom de ce village?*
I want to go to . . .	*Je désire aller à . . .*
I have missed the way.	*J'ai perdu la route.*
Shall I follow the tram-line? . . . the river?	*Dois-je suivre la ligne du chemin de fer . . .? la rivière?*
You must cross the river.	*Il faut traverser la rivière.*
Will you please give me a can of cold water?	*Voulez-vous me donner un seau d'eau froide?*
I have just had an accident with my motor.	*Je viens d'avoir un accident aver mon automobile.*
Where can I get assistance?	*Ou puis-je trouver aide?*
Can I get a horse to pull the car to . . .?	*Puis-je avoir un cheval pour trainer mon automobile jusqu'à . . .?*

WARNINGS ON THE ROAD—*Continued*

How much must I pay you?	*Combien dois-je vous payer?*
Can I leave my car here until to-morrow morning?	*Puis-je laisser mon automobile ici jusqu'à demain matin?*
How far is the nearest railway station?	*Combien y a-t-il d'ici à la plus proche gare de chemin de fer?*
Is there a telegraph office here?	*Il y a-t-il un bureau de télégraphe?*
Is there any kind of conveyance that can take us to . . .?	*Il y a-t-il des moyens de transport pour nous conduire à . . .?*
Is there a telephone in the village?	*Il y a-t-il un bureau de téléphone?*
Many thanks for all your kindness.	*Merci bien pour votre obligeance*

AT A GARAGE

Fill up the tank; it holds . . .	*Remplissez le réservoir; il contient . . .*
I want some lubricating oil.	*Je désire de l'huile à graisser.*
Have you any . . . t res in stock?	*Avez-vous des pneumatiques . . . en stock?*
I want two . . . and one inner tube.	*J'en desire deux . . . et une chambre à air*
Can you repair this t re?	*Pourez-vous réparer ce pneumatique?*
How much do I owe you?	*Combien vous dois-je?*
Give me two sparking plugs.	*Donnez-moi deux boujies.*
Give me two pounds of . . .	*Donnez-moi un kilog. de talc.*
I have just had an accident.	*Je viens d'avoir un accident.*
I have left my car at . . .	*J'ai laissé mon auto à . . .*
Can you have it towed here?	*Pourez-vous le faire remener ici?*
How long will it take you?	*Combien de temps cela vous prendra-t-il?*
I have broken the . .	*J'ai cassé le . . .*
I have lost a . . .	*J'ai perdu le . . .*
There is a leakage . . .	*Il y a une fuite . . .*
Let the motor cool.	*Laissez refroidir le moteur.*
How much will the repairs cost?	*Combien coutera la réparation.*
Have you any of Taride's or other road maps?	*Avez-vous des cartes Taride ou d'autres cartes routières?*
Be careful not to scratch the paint.	*Attention de ne pas abimer la peinture.*
I want the car washed, and the brasses cleaned	*Je désire avoir la voiture lavée et les cuivres nettoyés.*
My chauffeur will clean the car.	*Mon chauffeur nettoyera la voiture.*
I want the car ready by to-morrow morning, and my chauffeur will settle with you.	*Je désire que l'auto soit prêt pour . . . heures demain matin, et mon chauffeur réglera avec vous.*
This is far too dear. You must take something off the bill.	*Le prix est trop élevé. Vous devez déduire quelque chose de la note.*
I shall complain to . . .	*Je me plaindrai à . . .*

GERMANY.

CUSTOMS.

The duty on automobiles entering Germany is as follows:

Eight marks per 100 kilos for automobiles.

Cars weighing 250 to 500 kilos, M. 40.00 per 100 kilos ($4.60 per 100 lbs.).

Cars weighing 500 to 1000 kilos, M. 25.00 per 100 kilos ($2.85 per 100 lbs.).

Cars weighing 1000 kilos and up, M. 15.00 per 100 kilos ($1.70 per 100 lbs.).

Automobiles entering Germany temporarily, carrying passengers or merchandise, are exempt from duty. A large discretion is allowed the officials in deciding whether or not a machine is imported for sale or sold to some one in Germany. Unless the official mind is satisfied that the machine is imported into Germany for temporary purposes only a duty can be levied.

In theory, duty is refunded on exportation. As a matter of practice, the smaller Custom Houses always refuse the refund and send the tourists to the principal office, which may be many miles out of the way. It is, therefore, always desirable to cross the frontier at some large city, if possible.

In addition to the Customs duty, already mentioned, a law was passed, July 1, 1906, imposing a special license tax on automobiles entering Germany. To remain in Germany for 5 days, the license tax is 15 marks, and for 30 days 40 marks.

Over 30 days and not exceeding 4 months, the tax is reckoned at so much for the automobile and so much per horsepower, viz.: 6 h.p. and under, 12m.+1m. per h.p.; from 7 to 10 h.p., 25m.+1m. 50 per h.p.; from 11 h.p. to 25 h.p., 50m.+2m. 50 per h.p.; and over 25 h.p., 75 m.+5m. per h.p.

For a sojourn over four months up to one year the last-mentioned taxes are respectively doubled.

These license taxes are payable at the frontier, and the receipt given is called a *steuerkarte*. A license tax paid for 30 days, for instance, allows the holder to pass and repass the German fron-

tier as often as he likes, until the total number of 30 days has been fulfilled, and so on for other periods.

A license card is valid for the current year. To remain longer than contemplated at the time of issuance of the card, application should be made at the *steuerant* or *finanzamt* three days before the expiration of the time mentioned on the card. Then the extension of time will be granted, deducting the tax paid on the original card.

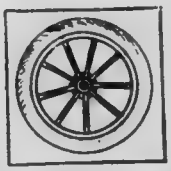
Circulation Permits, Driving Licenses and Rules of the Road.

Credentials.—A foreigner's home permit to run his car must be visée by a German Consul before it can be used in Germany. The same also applies to driving license.

Regulations.—There are different regulations in force in the various states. The following are the general rules:

Driver.—Must be over 18 years of age.

Lights.—Three required. One on each side of the car in front and one on the rear, to enable the number of the car to be readily distinguished.



The above automobile wheel with a red hub and spokes on a *white* square ground of metal simply denotes, in a general way, "CAUTION."

It is posted irrespective of the nature of the coming danger, but usually on the side on which it occurs.

VORSICHT.

GEFÄHRLICHE WENDUNG.

CAUTION.

DANGEROUS

TURNING.

Brakes.—Two independent brakes required.

Horn.—A single note, loud sounding horn required.

Plates.—Each car must bear a plate, indicating its make, horsepower and weight in kilos.

Police Regulations.—Foreigners must report to the police authorities in any large town or city, and produce licenses obtained in their own country. If found satisfactory, they will be endorsed by a German official and no trouble will be experienced.

Rules of the Road.—Keep to the right, pass on the left.

Speed.—During darkness 15 kilometers (9½ miles) in built-up sections. Increase allowed in open country, stopping only at "Driving to Public Danger."

Roads.—German roads are not uniform in quality. Alsace, Rhine provinces and Bavaria offer the best roads. Some are forbidden to automobilists, but these are posted.

In large cities inquire carefully the names of streets forbidden to the traffic of automobiles. In Berlin, apply at the *Stadthaus* for police card or license.

In Cologne certain streets are only open to automobiles between certain hours. Traffic is forbidden from 11 a. m. to 2 p. m. in *Hohestrasse, Schildergrasse,* and *Breitestrasse.*

Baden, Grand Duchy of.—Automobiles are not numbered, but they must have *plaques* with name and address of owner clearly inscribed, if the latter remains in the Duchy more than one week. Other requirements are a horn, two lanterns, of which one may be green. Excessive speed is forbidden, and never over 12 kilometers an hour in towns and crowded places, and not exceeding 30 kilometers an hour in open country. Observe, carefully, special regulations, signs and notices as to reduced speed and as to roads forbidden to automobiles. The following roads are forbidden in the Grand Duchy of Baden: *Lichtenthaler-Allée* and the *Kaiser-Allée* (arrondissement of *Baden-Baden*); the junction road of *Lichtenthal* and *Jagdhaus;* the route along the valley of *Saint-Blasien* to *Albruck,* in the arrondissement of *Waldshut* and *St. Blasien;* the road from *Badenweiler* to *Blauen* in the arrondissement of *Loerrach;* the road of the valley of the *Wehra* from *Wehr* to *Todtmoos,* in the arrondissement of *Schopfheim.*

Bavaria.—Name and address of owner must be conspicuously shown. Owners are held strictly to account not only for their own acts of omission and of commission, but also in regard to their employés. This becomes unpleasant sometimes. Speed must not exceed 12 kilometers an hour, but in open country this rule is not strictly enforced. Steep grades, as well as crowded and narrow places, require particular attention. Stop when your automobile causes fear, confusion or difficulty.

Darmstadt.—For a visit of a week only, no formalities are required in regard to certificates. For a longer stay, a license and number are required and issued. One brake is prescribed, a loud-sounding bell and a lantern are necessary. But colored lanterns are not allowed. Keep to the right, and, in turning corners, when turning to the right, turn short, but, in turning a corner to the left, make a wide, sweeping turn. Be careful not to frighten horses by driving too near them. If necessary, stop entirely, and allow the horses to pass.

Munich.—Local police permits are required and given after proof of competence is demonstrated. *Plaques* with numbers are required. Brakes should enable automobilist to pull up at two automobile lengths. Speed must not exceed 12 kilometers. Observe posted rules as to certain roads forbidden to automobiles. Negligent driving causing death renders driver liable to three years in prison, while causing injuries means

two years in prison and a fine of 900 marks or either.

Nuremberg.—The town-hall authorities issue licenses to drive. Brake is required, and warning signal must be by bells, and not by horn. White lights only. Certain roads and streets closed to automobile traffic.

Stuttgart.—Keep to the right and pass to the left. White lights are prescribed. Go slowly. Have available home papers, licenses and certificates as to skill in automobiling. Certain streets in the city of Stuttgart are closed to automobiles during certain hours; thus, *Koenigstrasse* and *Schlossplatz* from half-past eleven to half-past twelve (day time), the passage from the depôt, in the Schlosstrasse between the Friedrichstrasse and Koenigstrasse, and, generally, in short or steep streets.

Automobile Club.—Kaiserlicher Automobile Club, Leipzigerplatz 16, Berlin.

GREECE.

Duty variable from £12 to £16, according to size of car, non-returnable.

HOLLAND.

Customs.

The owner is required to make a deposit for duty of 5 per cent of the value of his auto, at the first Customs station.

The deposit will be refunded (except on Sundays) at any frontier Customs station or port upon surrender of the deposit receipt.

Circulation Permits, Driving Licenses, Rules of the Road.

Credentials.—Foreign tourists will be supplied free of charge, at first Customs station, with a driving license good for eight days. During these eight days foreign cars may display their foreign number plates only. If tourists extend their stay in Holland beyond eight days, application must be made to the Minister of Commerce for a driving license and number.

Driver.—Must be at least 18 years of age.

Horn or Trumpet.—Must be fitted to cars.

Lights.—Two white front lights, one on each side of the car.

Speed.—No maximum speed has been fixed by law. The speed allowed is governed by individual circumstances. Any speed which the police authorities consider dangerous to the public safety renders the driver liable to a fine or imprisonment.

Look out for signs and notices along the roads as to special rules which may be published from time to time.

New legislation is expected.

Rules of the Road.—Keep to the right, pass on the left.

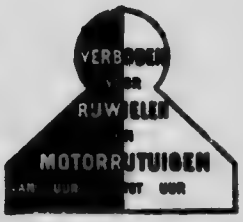
Roads.—The roads in Holland are generally paved with brick, and where well kept present a good surface. They are, however, generally rather narrow and winding, and as there are numerous hamlets high speed is impossible.

The Touring Club of Holland.—(A.N.W.B.) Mr. D. Fockema, 7 Amsterdamscheweg, Arnheim, manager; cost of membership, $1.70 per year. Membership entitles to reduced rates at hotels and reliable maps at a discount.

Forbidden to motor vehicles longer than m. broader than m.

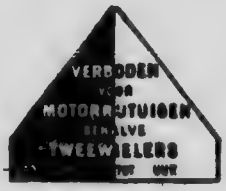
Forbidden to motor vehicles heavier than kg.

Forbidden to cycles and motor vehicles.



Forbidden to cycles and motor vehicles from o'clock to o'clock.

Forbidden to motor vehicles except bicycles.



Forbidden to motor vehicles except bicycles. From o'clock to o'clock.

ITALY.

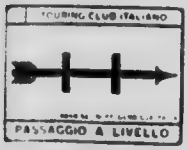
Customs.

The owner of the car is required to be present personally for the Customs formalities both on entering and leaving the country.

A deposit is required on all tourists' cars entering Italy, valid three months, as follows:

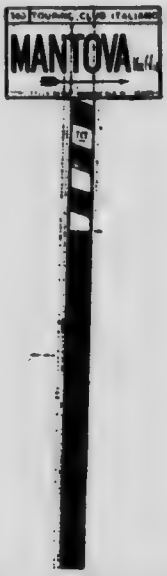
Weight up to 500 kilos (1100 lbs), Lire 200=$40.00; up to 1000 kilos (2-200 lbs), Lire 400=$80.00; 1001 kilos or over, Lire 600=$120.00.

Care must be taken to obtain a receipt for the duty deposited, and to see that the Customs seal is attached to the car.



Level crossing.

Depression in the road.



The deposit is returnable on leaving Italy, and in order to save trouble and exchange, payment should be made to the owner in gold.

Should a car remain over three months in Italy, it becomes liable to taxation, based on the horsepower.

Circulation Permits, Driving Licenses and Rules of the Road.

Credentials.—Both circulation permits and driving licenses are required, but in the case of tourists, the permit and licenses issued by other countries are generally accepted. Care should be taken to get these endorsed at a prefecture within five days of entering the country.

Lights.—Two headlights are required, the left green, and the right, white. A rear light must show the number clearly. Lanterns must be lighted one hour after sundown until dawn, and during fogs.

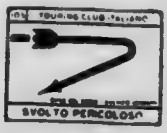
Brakes.—Two must be provided, each of a different and separate system.

Horns.—Required.

Number Plate.—Number of circulation permit to be fixed in front and rear of car 16 inches from the ground.

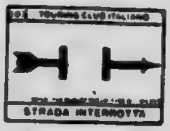
Rules of the Road.—The general rule of the road is to keep to the right and pass to the left, but in several provinces, notably in those of Rome and Genoa, the rule is reversed, and the same is true in many cities. The result is very confusing, and only by excessive care and due inquiry can accidents be avoided.

Dangerous descent.



Dangerous turning.

"Go slowly." This may indicate a danger, but also a police regulation.



Road "up," or Interrupted.

Winding road with sharp turnings. The kilometric length of the part affected is usually indicated on the post.

"Stop." This usually indicates an urgent real danger, but sometimes also stoppages required by the law—*e.g.*, Customs, roads closed, etc.

Speed.—Must not exceed 12 kilometers (7½ miles) in built-up sections, 40 kilometers (25 miles) in country. In the latter case the speed must be diminished to 15 kilometers, unless the road is exceptionally straight and the light good.

Roads.—Inferior to those in France, bad in the neighborhood of large cities. Touring south of Naples, in Sicily and Sardinia, not recommended.

Touring Club of Italy.—Via Monte Napolene, Milan. Membership will be found very useful in many ways. Members are entitled to special rates at hotels and are also able to obtain a special

quality of gasoline (*Essende*), which, owing to the poor quality of that usually sold, the club has undertaken to supply at certain stores along the most frequented routes.

LUXEMBOURG.

Customs.

Duties are 10 francs for 100 kilos for automobiles, but for temporary importation the same usages are in vogue as for Germany.

Two months constitutes residence, when taxes are 30 francs per annum for three seats, chauffeur's included, and 50 francs for more.

Circulation Permits, Driving Licenses and Rules of the Road.

Driver.—Must be at least 18 years of age.

Lights.—Two white lights to be placed in front.

Brakes.—Sufficient.

Horns.—Loud sounding horn to be heard at 50 meters.

Rules of the Road.—Keep to the right and pass to left. Give velocipedes a clear space of 1 meter 50.

Speed.—35 kilometers an hour in open country, and a speed not exceeding that of a horse at a slow trot is ordered in towns.

NORWAY.

Duty 15 per cent *ad valorem* on certificated value of car, signed by makers or agents. Returnable.

PORTUGAL.

Customs.

Duty on automobiles is 120 réis, or about 480 francs. Temporary importation for one month is allowed, on depositing the duty, for which a receipt is given. On leaving the country, the amount is repaid. The month's license may be renewed. Foreigners should be able to show papers establishing domicile in the country they come from.

Circulation Permits, Driving Licenses and Rules of the Road.

Credentials.—The Public Works Department issues licenses which are renewable every four years. A *plaque* is provided by the department.

Driver.—Must have a license to drive, which is issued after examination.

Lights.—Two lanterns in front, of which one must be a green light and the other a white light.

Brakes.—Two separate systems of brakes are prescribed. All vehicles over 350 kilos in weight must be able to back.

Horn.—Trumpets or other loud signal required.

Rules of the Road.—Keep to the left and pass on the right, as in England.

SPAIN.

Customs.

The duty is divided into two portions as follows:

1. Duty on chassis weighing up to 1000 kilos, 8d. per kilo.; over 1000 kilos, 10d. per kilo. 2. If an open car add 200 kilos; if a closed car add 400 kilos.

The duty is refunded at the frontier station at which it was deposited; but if leaving the country at a different place, application can be made to the Customs agent at that point to carry out the necessary formalities to obtain the refund of the money.

Mr. Joachim Lafitte, 6 Avenue de la Liberté, Biarritz, is in a position to issue special permits by the aid of which cars may be entered for a short period free of duty. Automobilists proceeding to Spain by way of Biarritz would do well to consult Mr. Lafitte. He charges for this permit about Fcs. 10.

Circulation Permits, Driving Licenses and Rules of the Road.

Credentials.—Circulation permit for car is necessary, and driving licenses are issued by the civil governor of the province. British or French licenses are usually accepted. The regulations are not strictly enforced, but tourists are advised to have their names registered, and permits issued if necessary.

Lights.—Two lanterns in front, of which one must be green. Red light in rear.

Brakes.—Two separate systems prescribed, and machine must be able to be steered in short curves.

Horn.—Loud bell or horn.

Plates.—A plate is required showing name and address of owner, name of maker, type and number of series, the weight on each wheel when automobile is loaded.

Rules of the Road.—Keep to the right and pass to the left.

Speed.—12 kilometers (7 miles) per hour, save in the open country, where 28 kilometers (17 miles) an hour is the maximum. Slow up in crowds and narrow streets.

Roads.—Generally bad, and gasoline is hard to obtain.

SWEDEN.

Customs.

Duties are 15 per cent *ad valorem*, the value being proved by the original invoice.

Circulation Permits, Driving Licenses, Rules and Regulations.

The police issue numbers and permits.

Rules of the Road.—Keep to the left. In passing a horse led by the bridle, pass on the side of the person leading the horse.

Speed.—Go slowly in the city.

Roads.—While each department has its own rules, Stockholm may be taken as a general example. Here, certain roads are forbidden to automobiles, for example: The Vesterlanggatan and adjacent streets, Iakobsgatan between Malmtorgsgatan and Vestra Trädgardsgatan; Hamngatan between Malmskil-

nadsgatan and Regeringsgatan, and between Göthgatan and Hornsgatan streets.

RUSSIA.

Customs.

Duties are, for automobiles, two seats, 162 roubles, about 432 francs, and for four seats, 237 roubles, or about 634 francs. Foreigners, on crossing the frontier, must deposit the duties and should receive a receipt. On condition that it is proved that the automobile actually left the country the duties are returned, but some considerable delay is experienced in this payment.

Rules of the Road.—Keep to the right and pass to the left. Each commune has the right of imposing its own particular rules. Armed with a passport, visèed by a Russian Consul, the automobilist cannot do better than inquire of local officials for details concerning various traffic rules.

SWITZERLAND.

Customs.

Duty 40 francs ($7.80) per 100 kilos (220 lbs.), repayable in full on the car leaving the country within six months.

If the weight of the motor can be proved exactly, it can be taxed separately at 4 francs per 100 kilos. The automobilist is supplied with a *passavant* as in France, which is valid for one year.

Circulation Permits, Driving Licenses and Rules of the Road.

Credentials.—Circulation permits and driving licenses are issued, but in case of tourists the permits and licenses issued in their own country are generally accepted, but must be presented to the Swiss authorities for endorsement.

The following cantons in Switzerland agreed, June 13, 1904, to uniform regulations in regard to automobiles: Zurich, Berne, Lucerne, Schwyz, Unterwald-le-Haut, Unterwald-le-Bas, Glaris, Zoug, Fribourg, Soleure, Bâle-ville, Bâle-campagne, Appenzell-Rh., exterior and interior, Saint Gall, Argovie, Tessin, Vaud, Valais, Neuchâtel, Genève and Schaffouse.

Lights.—Two lanterns are required—the one on the right must be white, while that on the left must be green; in the rear, a red lantern. Particular care must be exercised in regard to having the "tail" light always lit when the automobile is standing still.

Brakes.—Two independent brakes are required, and they must be employed (or one of them) in going down hill.

Horn.—A horn is prescribed as a warning signal, and this must be used in turnings and during fogs, in approaching or passing vehicles and persons.

Rules of the Road.—Keep to the right, pass on the left. Never run in front of man or vehicle at right angles.

Speed.—The speed limit varies in different cantons, and is as low as 5 kilometers (4 miles) per hour in some towns and villages. The general limit on open country roads is 30 kilometers (20 miles) per hour.

The police enforce the regulations most severely in Switzerland and motorists are constantly fined for trivial offenses.

Give Swiss Federal diligences a wide berth and stop to let them pass. Beware of trouble with flocks and herds. Avoid all roads which are manifestly intended for pedestrians or vehicles other than automobiles. In case of a *panne*, see that your automobile is placed on the right side of the road, or, in narrow passages, on the sidewalk.

Roads.—The roads are generally good, and there is no difficulty in obtaining supplies of gasoline. Great care must be taken when driving through villages and when meeting other traffic on the mountain roads.

Closed Roads and Open Passes.—The following routes are forbidden for automobiles: All the Alpine passes; valley roads at the side of the canton of *Valais*. You can go along the Rhone road as far as *Brigue*, and for the *St. Gothard* you can go as far as *Goeschenen*. All roads in the canton of *Grisons* are forbidden, also the road to Lucerne to *Brünig* by way of *Giswil*. The *Grimsel* road from *Hof* is forbidden. Also the *Frutigen* road to *Kandersteg*, between *Reichenbach* to *Kienthal*. The *Diemtigen* road is also forbidden.

Brünig Pass.—Open every day from 9 a. m. to 4 p. m., except Sunday. Special permits must be obtained from the police in Brünig or Giswil. Speed limit 10 kilometers (7 miles) per hour.

St. Gothard Pass.—Open every day, in the morning from 5 a. m. to 8 a. m.; in the evening from 7 p. m. to 9 p. m.

Simplon Pass.—On June 25, 1906, the Simplon Pass was opened to automobiles.

Only duly authorized chauffeurs holding permits will be allowed to make the journey.

No crossing of the Pass by night is to be allowed.

Before traversing the Pass, notification must be made to the gendarmerie of Brigue on the Swiss side, or to the gendarmerie of Gondo on the Italian side, who will give applicants a permit, on which the rules and conditions are printed.

No automobile will be allowed to cross the Simplon in less than four hours and a half. Speed will be checked by officials at places on the route.

Automobiles will be allowed to cross the Pass in June and September, excepting Thursdays, Saturdays and Mondays, and during July and August every day except Thursdays.

Automobiles meeting carts or carriages must take the outside.

TURKEY.

Automobiles are not allowed in Turkey. Not much is lost, however, as the roads are not adapted to automobile traffic.

CYCLES IN EUROPE

CYCLES IN ENGLAND.

Bicycles should be crated for an ocean trip. The charge varies with different lines, but the expense is usually about $2.50. The roads all over Europe are superb, and a bicycle is an extremely convenient method of getting around in good weather. In England particularly the distances are so short that a person who can make forty or fifty miles in a day on a wheel can cover a vast amount of territory without waiting for the innumerable stops at the inevitable English junctions. Bicycling is also a very popular pastime in France. Bicycles can be hired anywhere in Europe, and if the trip is not to be professedly a bicycle trip, is is often cheaper to rent the bicycles. Motor cycles must be crated for the voyage and the charge is usually $5.00. The tank must be empty.

Cyclists are recommended to become members of the Cyclists' Touring Club (47, Victoria Street, Westminster), as the production of membership ticket on landing at several Continental ports and frontiers will insure passage through Customs without payment of duty or deposit. Forms of application for membership may be obtained at Cook's Tourist Offices. Membership of the French Touring Club will secure similar facilities.

The following are the charges on Bicycles at owner's risk from London, &c., to various Continental ports; Tandems and Tricycles are charged extra rates:—London—Calais, 5/-; London—Flushing, 5/-; London (Harwich)—Antwerp, Hook or Rotterdam, 10/- packed, 5/- not packed; London (Harwich)—Hamburg, 15/- packed, 7/6 not packed; London (Newhaven)—Dieppe, Rouen, Havre, Paris, Fecamp, 5/-; Newhaven—Dieppe, 4/-; when the gross weight of Baggage, including Cycles, exceeds 66 lbs. per Passenger, ½d. per lb. on any excess weight up to a maximum of 30 lbs. in the case of a Bicycle, 45 lbs. on a Tandem or Triplet Bicycle, or 60 lbs. on a Tricycle or Bicycle to carry more than three persons, is allowed upon the above-mentioned fixed charges. London (Southampton)—Havre or Cherbourg, 3/-, Jersey and Guernsey 3/6, St. Malo or Granville 4/-, Southampton to Cherbourg 2/-, Havre, 2/6, Jersey and Guernsey 2/6, St. Malo or Granville 3/-, Thule line, London—Gothenburg, one bicycle free.

BICYCLES AND TRICYCLES can now be registered to towns in France served by the Nord Railway; also to Austria, Belgium, Germany, Holland. They are treated as ordinary luggage, and are weighed in with other registered luggage, but when excess weight is chargeable a rebate of ¾d. per lb. will be deducted, but are subject to extra charges, as follows:—

	Bicycles	Tricycles or Tandem Bicycles
To France (towns on Nord Rly.) *via* Calais..	5s.	10s.
Via Calais to Belgian towns; and Herbesthal or Bleyberg to Germany, and *via* Germany, except to Russian towns, Copenhagen and Trieste; and Luxemburg, to Bale, Luxemburg, Metz, Mulhouse, Strasburg, and Zabern.....	5s. 10d.	11s. 8d.
Via Ostend to Belgian towns; and Herbesthal or Bleyberg to Germany, and *via* Germany, except to Russian towns and Trieste; and Luxemburg to Bale, Luxemburg, Metz, Mulhouse, Strasburg, and Zabern	3s. 7d.	7s. 2d.
Via Flushing to Holland, Germany, and *via* Germany, except to Russian and Scandinavian towns.....	5s.	10s.
Via Flushing to Scandinavian and Finland towns, *via* Kiel or *via* Lubeck.....	7s. 0d.	15s. 0d.

Cycles may also be registered *via* Harwich to the principal Continental towns (except to Russia, Carlsbad, Innsbruck and to Swiss Stations beyond Bale *via* Harwich and Antwerp).

The Baggage Insurance advertised by THOS. COOK & SON includes insurance of Cycles against loss.

N. B.—On entering countries where the duty is claimed, to be afterwards refunded on leaving care must be taken to demand a written declaration of intention to reclaim the duty, otherwise it will not be refunded. Each bicycle should bear a number on the frame, and a name-plate attached.

ALGERIA.—The charge of the Transatlantic S. S. Company for conveyance of a Cycle from Marseilles to Algiers, or *vice versa*, is 5 fcs. The duty is 2 fcs. 50 c. per kilo, refunded on leaving.

Members of the C. T. C. are admitted free on presentation of the Club Ticket.

AUSTRIA AND HUNGARY.—On entering Austria or Hungary, a duty of 25 gold florins is charged, and a receipt obtained in order to reclaim the duty on leaving the country. Members of the C. T. C. can obtain free entry

on presenting the Special Customs Ticket for Austria or Hungary, with photo, endorsed by the Secretary. A lead seal will be attached, which must not be removed.

AUSTRALIA.—Used Cycles free if accompanied by owner; new cycles 20 per cent. *ad valorem* duty.

BELGIUM.—The duty (12% ad valorem) is charged, but is refunded when leaving. Cycles treated as registered luggage on railways. Members of the C. T. C. will not be charged duty on production of their Special Customs Ticket, with photo, endorsed by the Secretary. A fixed charge of 70 c. per bicycle is made between any two stations of the Belgium State Railways, or 1 f. between stations on the B. S. Railways and stations on other Belgian Railways.

DENMARK.—Duty, 10%, must be paid on arrival, and reclaimed on leaving. Members of C.T.C. free.

FRANCE.—Duty on cycles is charged by the French Customs at the rate of 2 f. 20 c. per kilo but will be refunded on leaving France. A "consignation" (returnable receipt) must be demanded and given up at the frontier on leaving France. Cyclists of foreign countries staying a limited time in France, will not be charged duty at any French port or frontier, but must apply immediately on entering France for a constat d'entrée on payment of 60 centimes, available for three months. On French railways Cycles are accepted as passengers' luggage. Transport of Cycles by Petite Vitesse (goods train) is charged at 27 ct. per 1000 kilos per kilometre. For riding in France every Cycle must be provided with a plate containing the name and address of the owner, which should be fixed before leaving England.

GERMANY.—On entering Germany no duty is charged unless the machines are for commercial purposes. Unpacked bicycles with one seat are on the Prussian State lines charged at a fixed rate of 50 pfennige, to be paid at the Booking Office in exchange for a special ticket, which must be shown to the official in charge of the luggage van, who will receive the bicycle. Cycles are not conveyed by all express trains. All parcels and the lamp must be removed from the machine. Passengers must take their cycles to or from the luggage van. In South Germany and between Germany and other countries cycles are considered as passengers' luggage weighing 20 kilos. On entering Alsace-Lorraine from France, the duty (about 30 centimes per kilo) may be demanded, in which case a receipt should be obtained, which should be presented on leaving the country, in order to obtain refund.

GIBRALTAR.—No duty is charged on Cycles arriving at Gibraltar.

GREECE.—Duty 15 drachmæ, part of which will be refunded on leaving, on production of receipt.

HOLLAND.—The duty on Cycles entering Holland is 5% of their value; but the members of the C.T.C. and other cyclists accompanying their machines will not be charged duty. Cycles are treated as registered luggage, and charged for at the ordinary excess luggage rate in force, and applying to the description of ticket held by the passenger, viz., 20 cts. for any journey in Holland. Tandems are reckoned as weighing 30 kilos and charged at ordinary baggage tariff. A Safety Bicycle is considered as weighing 20 kilos, and a Tricycle 40 kilos.

INDIA.—A duty of 5% is charged on Cycles landing in India. Cycles are treated as registered luggage on the railways, and not charged for if their weight and that of the other registered luggage does not exceed the usual free allowance. In Ceylon used bicycles are admitted free.

ITALY.—On entering Italy a declaration is required that the owner will only stay a limited time in the country, and the duty, 42 f. 60 (in gold), will be refunded at the frontier (in silver or paper) on leaving. Cycles are treated as registered luggage on the railways, and considered as weighing 30 kilos, or if packed in a crate or more than one seat 45 kilos. Members of the C.T.C., the French Touring Club, the Union Vélocipédique de France, the Unione Velocipedistica Italiana and Touring Club Ciclistico Italiano do not pay duty if they ride their cycles across the frontier, or pass the cycles through a frontier custom house, provided they obtain from Customs Officials a Certificate of Temporary Importation, which can only be obtained *personally* at the frontier. If the cyclist is resident abroad the certificate is available for three months only; if the cyclist is resident in Italy the certificate is available for twelve months. In the latter case the tax, 10 lire, must be paid. The fees amount to about 1 f. 35 c. Bicycles registered to any interior town in Italy are charged 42 lire 60 c., and have to pay 1 l. 35c. for registration. The duty is refunded on leaving Italy. On Italian railways the charge for conveyance of Cycles is 0.464 c. per kilometre per ton. Cycle accessories must be packed separately unless belonging to members of C. T. C. If desirous of staying any length of time in an Italian town, the owner of a Bicycle must give notice at the Municipality, paying the tax (10 lire), and must conform to all local regulations.

NEW ZEALAND.—20% duty *ad valorem*. Used Bicycle accompanied by owner free if in his possession over 12 months.

NORWAY.—A duty of 30 kroner must be paid, and can be reclaimed on leaving the country. Foreigners can introduce cycles free of duty on making affidavit that the machine will be taken out of the country within a limited time. Members of the C.T.C. (International Touring Club), Deutscher Touring Club, Algemeene Nederlandsche Wielrijders Bond, and the Deutscher Radfaherr Bund can pass their machines free of duty. Cycles are treated as registered luggage on the railways (25 kilos of baggage allowed free).

PORTUGAL.—Duty 27%, which will be refunded on leaving.

RUSSIA.—The duty is 18 roubles (about 57/6) each Cycle, which will be refunded on leaving, if a stamped declaration has been made on entering that a claim for refund would be made.

SPAIN.—The formalities attendant on taking Cycles into Spain render it advisable to engage the help of an agent at the frontier, or of the International Agency at Hendaye or Cerbere, in order to correctly fill up the Customs declarations. Duty 70 pesetas per 100 kilos, which will be refunded at the same

frontier station on leaving if a proper declaration is made at the time of payment. Cycles conveyed as registered baggage at owner's risk.

SWEDEN.—Duty 25 kr. (28s.), refunded if claimed within two months. A cycle for personal use will be admitted without duty, a declaration being signed at the Custom House. In all towns of any importance, number plates (obtainable from the police on small payment) have to be affixed before using the cycle.

SWITZERLAND.—A duty of 70 c. per kilo is charged on entering, and refunded on leaving. On the railways machines are treated as baggage, which is charged at the rate of 50 c. per 100 kilogrammes per kilometre. On the lake steamers a fixed charge varying from 50 c. to 150 is made for any distance. Members of the C.T.C., and principal clubs of other countries are admitted without paying duty on production of their card of membership bearing the seal of the Society, photograph and signature of holder, membership number, description and number of machine and name of maker, signature of the president of the Club. Membership of the C.T.C. can be obtained through Thos. Cook and Son's Chief Office, and of the Touring Club Suisse through Thos. Cook and Son, Geneva Office (Annual Subscription, 5 f.). In some towns, such as Geneva and Bale, number plates (obtainable at the Hotel de Ville on small payment) must be affixed to the machine. On the Lake of Lucerne Steamers a charge of 1 f. 50, and on the Lake of Geneva 50 c. is made for Cycles.

TURKEY.—The duty on Cycles is 8% on value.

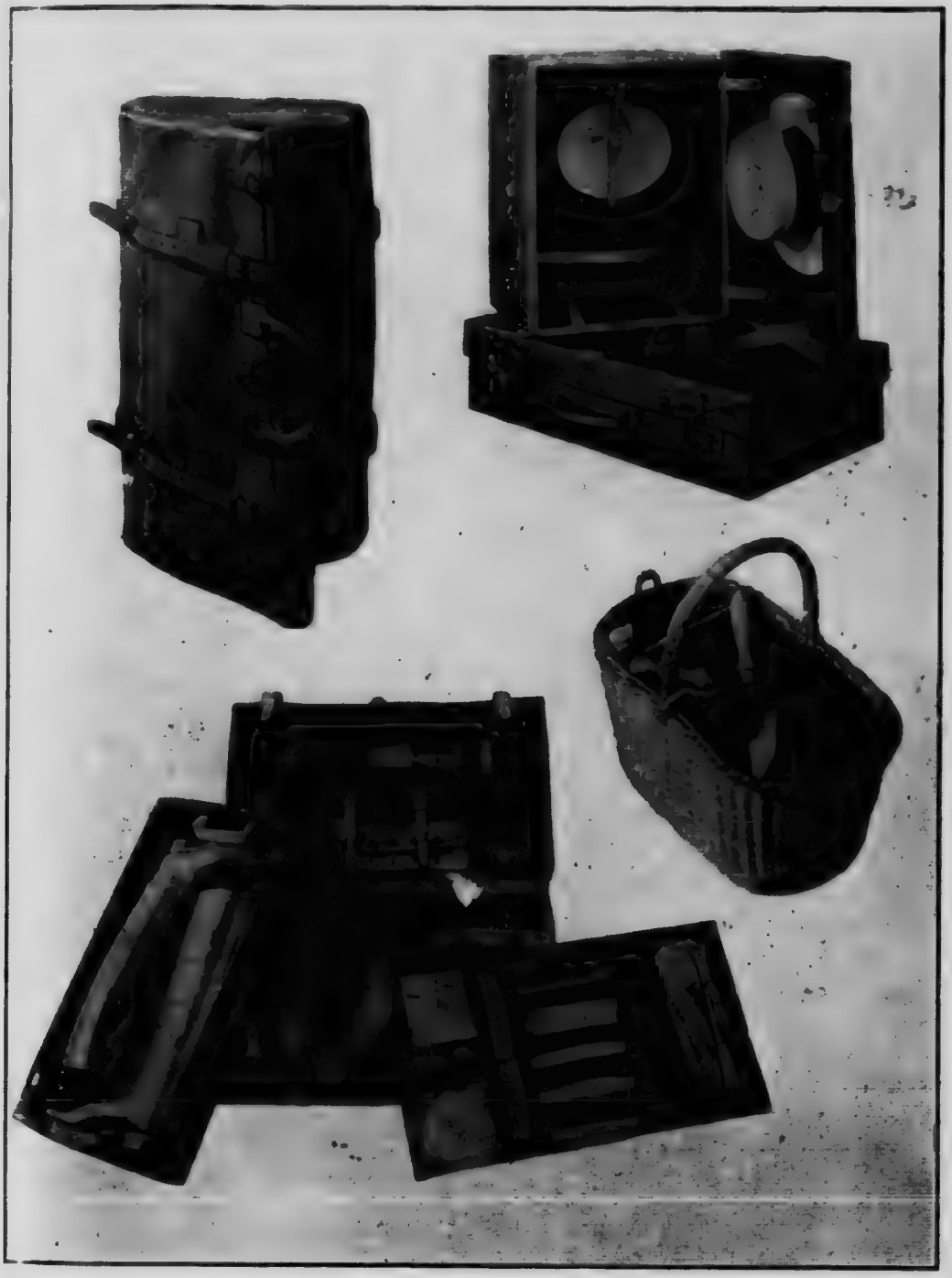
UNITED STATES OF AMERICA.—The duty on Cycles is 45 per cent. Members of the C.T.C. can have one cycle admitted free on production of Special Club Customs Ticket, with photo, endorsed by the Secretary.

Our cuts pages 433, 434 show some excellent paraphernalia for the traveler. The photographs were made by Messrs. Brooks Bros., New York City, from goods in their store. The upper left-hand picture represents an English collapsible kit bag which is a most useful form of the carry-all. The upper right-hand engraving represents a hat box adapted to carry silk, derby, straw hats, caps, etc. It is most conveniently arranged and it does not form a heavy piece of baggage. The English gardening baskets are particularly useful in gathering wild flowers, ferns, mushrooms, etc., and can conveniently be carried in an automobile. The lower corner is occupied by a huntsman's boot kit, and contains boots, brushes, oil, boot hooks, etc. On the next page will be found engravings of luncheon baskets, camping outfits, etc.; the upper left-hand engraving shows a luncheon basket lined to exclude dust, and fitted for from two to eight persons. The cost of such a basket varies from $10.00 to $100.00. The upper right-hand engraving shows a folding spirit lamp, which is very handy for travelers, as it is contained in a neat leather case. At the lower right-hand corner will be seen a tea basket fitted for from two to six persons; baskets like this are also made in combination for automobiling, coaching and outing. The expense of a tea basket like this is approximately the same as a luncheon basket. A camp cooking outfit which is arranged to fit compactly into a single covered pail is seen at the lower left-hand corner. Such an outfit costs anywhere from $12.50 to $27.00.

CONTINENTAL GOLF CLUBS

Club.	Holes.	Season
FRANCE—		
Hyères	18	winter
(Costebelle)	18	"
Le Touquet	18	summer
Nice	18	winter
Paris	18	all year
Pau	18	winter
St. Jean de Luz	18	"
Valescure	9	"
Vittel	9	summer
GERMANY—		
Baden-Baden	9	"
Berlin	9	"
Bremen	9	"
Cologne	—	—
Dresden	9	summer
Hamburg	9	all year
(Wentorf-Reinbek)	9	"
Homburg	18	summer
Kiel	9	—
Kissingen	—	summer
Nauheim	9	"
Wildungen	9	"
HOLLAND—		
Arnheim	9	"
Doorn	9	"
Haarlem	—	"
Hague (The)	9	"
Hilversum	9	"
Leeuwarden	—	—
Scheveningen	9	—
ITALY—		
Dervio	9	spring, autm.
Florence	9	winter
Rome	9	"
San Remo	9	"
MALTA—		
Malta	9	—
PORTUGAL—		
Oporto	—	—
RUSSIA—		
Moscow	—	—
St. Petersburg	9	summer
SPAIN—		
Gibraltar	9	—
SWEDEN—		
Gothenburg	6	summer
SWITZERLAND—		
Interlaken	9	"
Lucerne	9	"
Maloja	9	"
Montana	18	"
Montreux	9	Oct., June
Regaz	9	summer
St. Moritz	9	"
Samaden	18	"

FIRE-ARMS.—Travelers are allowed to take into France with them, as part of their personal luggage, one sporting gun, one sporting rifle, and one revolver or pistol not under 6 inches in length, on declaring same to be *their private property*. Fire-arms cannot be conveyed through Italy in personal luggage. Cartridges must not be conveyed by train or by mail steamer.



SOME CONVENIENT TRAVELING KITS.
For Motoring or Hunting Trips. (See page 432.)

LUNCHEON, TEA AND CAMPING KITS. (See page 432)

PRACTICAL GUIDE TO LONDON

BY FREDERICK A. A. TALBOT, OF HOVE, SUSSEX, ENGLAND, ENGLISH CORRESPONDENT OF THE SCIENTIFIC AMERICAN.

London, the capital city of the British Isles, has an area of 693 square miles, which has expanded on all sides from the site of the "City," or London of ancient times, which is barely a square mile in extent. The traditional city was bounded by a wall, which the Romans built, and of which some portions may still be observed here and there, as, for instance, in the churchyard of St. Giles' Cripplegate and at the Tower. Access to the city was afforded by a number of gates, of which, however, all traces have disappeared, and the sites of which can only now be traced by the names, viz.: Ludgate, Aldgate, Bishopsgate, and so on. The city, or ancient square, is essentially the business quarter, for its residential population is approximately only 25,000; but over a million and a quarter people pour in and out of this small area every week-day morning and evening.

The cost of a sojourn in London is often stated to be expensive, but such is entirely governed by the habits and tastes of the traveler. Accommodation can be found to meet the requirements of every purse. The Bloomsbury district, comprising the large area immediately contiguous to the British Museum, and within easy reach of the shopping and amusement centers, is that most favored by American tourists, though since the Great Western Railway have handled the American traffic from Fishguard, at which port the Cunard liners call, and also that of the German, White Star, and other lines, at Plymouth, the Bayswater district around Paddington station, the London terminus of the Great Western Railway, has sprung very much into favor. In these districts apartments comprising room and board can be secured at £2, £3 and £4 weekly. If only a room and breakfast are required then the terms may be as low as 21s. or 25s. per week, the remainder of the meals being taken at a hotel or restaurant as desired; and which, may be mentioned, is a system possessing many recommendations. The same applies to the hotels, there being many establishments where one can live and board economically and comfortably for about $2 per day, the terms including room, breakfast, luncheon, tea, dinner, and attendance. The middle-class hotels offer excellent facilities for about $3 per day, while at the first-class hotels the prices range from $5 upward per day, according to the situation of the room.

In the suburbs excellent private accommodation can be secured, but such should only be resorted to when a fairly lengthy stay is contemplated. The visitor arriving in London, and who only intends to spend a few days therein, should select a hotel, resorting to a boarding house near the British Museum for a sojourn of a week or two. The more suburban districts have the advantage of being quiet, secluded centers, within cheap and easy access of the city and the west end of the metropolis.

On reaching the metropolis the traveler can, if he desires, drive direct to his hotel with his baggage. If the latter is not bulky, a taxicab or hansom cab will be the most convenient and expeditious. In order to be saved from exorbitant charges by the latter, the traveler, upon reaching his hotel, should request the hall porter to ascertain the legal fare due, giving the point from which he has been driven, and in this manner disputes can be avoided. The cab fares are levied according to a schedule prepared by the police department, and adherence to these scales, whether by time or distance, is very rigidly enforced. If the visitor is ever in doubt as to the correctness of the fare demanded he should not hesitate to refer the matter to a policeman, who will promptly determine the legality or otherwise of the cabman's demands.

Should a party of visitors, or family, wish to travel by vehicle to a certain hotel or boarding house, the cheapest and most expeditious means is to charter one of the railway private omnibuses. This can be done in advance by notifying the officials at the port of disembarkation, and when the train

reaches its destination the vehicle will be waiting alongside. These private vehicles will carry six or eight passengers, together with about half a ton of baggage, and the cost of such transportation for a distance up to four miles will only aggregate a few shillings—about half the cost by any other conveyance.

In the matter of transportation London is one of the best and most adequately provided cities in the world. Moreover, travel is cheap. Seventeen trunk railways have termini in London, there is an intricate and complete network of local lines serving nearly four hundred stations in the suburbs, while cabs, omnibuses—both horse and power—a street tramway service stretching over a large mileage, serves the ten thousand or more streets, and numerous underground electric tubes and railways afford rapid and cheap intercommunication with various points. The following are the great trunk railways and their termini in London:

Great Central Railway, Marylebone Station, W. Trains to Liverpool, Manchester, Sheffield, Nottingham, Stratford-on-Avon, Grimsby (from which port there is a steamship service with Antwerp, Hamburg, Rotterdam, and other Continental ports); also connected with the North of England and Scottish Railway systems.

Great Eastern, Liverpool Street, near Bank of England. Trains to the eastern counties between the north bank of the Thames and the Wash, including such centers as Cambridge, Ely, Ipswich, Norwich, Peterborough, Yarmouth, Lowestoft, Southend, etc. Daily steamship service between London and Rotterdam via Harwich, by the Hook of Holland Route.

Great Northern Railway, King's Cross, N. W. The East Coast route to Scotland; also serves Peterborough, Nottingham, Leeds, York, Newcastle and the Tyne.

Great Western Railway, Paddington Station, W. Serving the whole of the West of England, between London and Penzance, South Wales, the upper reaches and beauty spots of the Thames: Oxford, Henley, Bath, Bristol, Plymouth, Birmingham, Chester, Birkenhead, Stratford-on-Avon, Warwick, etc. This railway possesses the new route between Fishguard (where the Cunard liners disembark passengers on the eastward journey) and

BUSY LONDON BRIDGE TEEMS WITH TRAFFIC

London. Plymouth is the point of disembarkation for White Star and German liners on the eastward journey. Steamship service between Fishguard and Ireland, for Killarney, Weymouth and the Channel Islands, Plymouth and Brest.

London and North Western, Euston, N. W. The West Coast route to Scotland. Trains to Liverpool, the English Lake district, Manchester, North Wales, Stafford, Birmingham, Peterborough, Northampton, Rugby, Banbury, Oxford, Leamington, etc. The main route between London and Liverpool for the trans-Atlantic steamship service; also between Holyhead and London. Steamship service between Holyhead and Dublin in connection with the overland route between London and Queenstown in connection with the trans-Atlantic steamship service.

London and South Western, Waterloo, S. E. Serves the whole of the Southwest of England between London and Plymouth. Trains to Windsor, upper reaches of the Thames: Portsmouth, Guildford, Winchester, Salisbury, Exeter, Plymouth, Isle of Wight, Bournemouth, New Forest, etc. Southampton is the port of arrival and departure for several Atlantic lines. Steamship service between London and Channel Islands, St. Malo, Cherbourg and Havre (for Paris) via Southampton.

London, Brighton & South Coast Railway, Victoria (West End), and London Bridge (city). Serving resorts on south coast, between Hastings and Portsmouth, including Eastbourne, Brighton, Worthing, Southsea; also Chichester, Arundel, Leatherhead, Dorking, Guildford, Tunbridge Wells. Steamship service twice daily between London and Paris via Newhaven and Dieppe.

London, Tilbury and Southend Railway, Fenchurch Street, E. C. Serving places along the north bank of the Thames as far as Southend and Shoeburyness. Passengers embarking and landing at Tilbury, in connection with trans-Atlantic steamers arriving in the Thames, travel by this line.

Midland Railway, St. Pancras, N. W. Route to Scotland, passing through the central counties of England, and serving Northampton, Leicester, Birmingham, Lincoln, Sheffield, Leeds, Bradford, Carlisle, the Peak district, English Lakes; also stations in the north of Ireland, between Belfast and Londonderry. Mail steamship service between London and Belfast via Heysham, and between Belfast, Barrow, and Isle of Man.

North London Railway, Broad Street, E. C. A suburban service in the northwestern districts of London; also direct communication between the city and North of England, by the London and Northwestern Railway.

South Eastern and Chatham Railway. Six termini in London: Victoria and Charing Cross (West End), Holborn Viaduct, Ludgate Hill, St. Paul's, and Cannon Street (city). Trains to all parts of southeastern counties, including Gravesend, Strood, Rochester, Whitstable, Ramsgate, Margate, Deal, Dover, Folkestone, Winchelsea, Hastings, Tunbridge Wells, Canterbury, Maidstone, Dorking. Excellent suburban service on south side of river. Shortest and most direct route between London and the Continent. Twenty services daily: Dover and Calais, for Paris (twenty-mile sea passage, one hour); Folkestone and Boulogne, for Paris, Dover and Ostend, Queenborough and Flushing. Trains to all parts of the Continent connect with the boats at Continental ports.

The quickest and simplest means of traveling about London—that is, the area of the greatest sight-seeing interest to the tourist—is by means of the electric underground railways, which are to the English metropolis what the subway is to New York. They bring the City and West End into direct communication, and also link up the various terminal stations of the great trunk railways. Moreover, there are several junctions where the underground systems cross one another, and at such points there is intercommunication by means of subways. Travel is greatly facilitated by the issue of through tickets, which save the traveler procuring a new ticket for respective railways. The underground railways are as follows:

The Metropolitan and District. The main system of these combined railways forms an irregular oval, called the "Inner Circle," which links the City with the fashionable West End; also affords communication between the termini of the trunk railways. The line runs parallel with the main arteries of traffic, such as the Strand and Fleet Street. Starting from Char-

ing Cross, which is the most convenient center, the stations, traveling eastward, are:

Charing Cross:—Junction with Bakerloo Tube and South Eastern Railway.
Temple.
Blackfriars:—Junction with South Eastern and Chatham Railway, convenient for Fleet Street, Ludgate Hill, St. Paul's Cathedral, Thames Embankment (eastern end), Queen Victoria Street.
Mansion House:—For St. Paul's Cathedral Bank of England, Mansion House and City.
Cannon Street:—Junction with South Eastern and Chatham Railways; convenient for city, also "London Stone," oldest memorial of London in existence, built into wall of St. Swithin's Church, opposite station.
Monument:—For London Bridge, Monument, Billingsgate Market, and south side of river.
Mark Lane:—For Tower of London, Mint, Tower Bridge.
Aldgate:—For east end of city.
Bishopsgate:—For Bishopsgate Street, U. S. Consul, 12 St. Helen's Place, also subway connection with Great Eastern and North London Railways.
Moorgate Street:—For London Wall, City, Bank of England, Guildhall. In proximity to the electric City and South London, and Great Northern and City Tubes.
Aldersgate Street:—for Charterhouse, St. Giles' Church, Cripplegate, Smithfield Market, General Post Office.
Farringdon Street:—For Holborn.
King's Cross:—Subway connection with King's Cross, and St. Pancras (termini of Great Northern and Midland Railways), also City and South London Tube.
Gower Street:—For Euston Station (London and North Western Railway).
Portland Road:—For Regent's Park and Zoological Gardens.
Baker Street:—A busy junction involving changes for extension lines of the Underground to St. John's Wood, Willesden, etc., junction with Bakerloo Tube, and also close to Marylebone Station of the Great Central Railway.
Edgware Road:—Change for Extension Line to Westbourne Park and Hammersmith.
Praed Street:—Subway connection with Paddington Station, Great Western Railway.
Queen's Road:—For the shipping district in Westbourne Grove.
Notting Hill Gate:—For Kensington Gardens.
High Street, Kensington:—For Kensington Gardens and Palace.
Gloucester Road:—Junction with underground line to Earl's Court and Hammersmith.
South Kensington:—For Victoria and Albert Museum, Imperial Institute, Albert Hall; change for Earl's Court and Exhibition. Junction with Piccadilly Tube.
Sloane Square.
Victoria:—Connection with Victoria Station (terminus of London, Brighton and South Coast Railway, and South Eastern and Chatham Railways). Convenient for Buckingham Palace, Piccadilly, Roman Catholic Cathedral.
St. James Park:—For St. James and Green Parks.
Westminster:—For Westminster Bridge, Houses of Parliament, Whitehall and Trafalgar Square, Westminster Abbey.
Charing Cross:—In addition to these there are short branches from the Inner Circle, that on the east going from Aldgate to Barking to link up with the London Tilbury and Southend Railway; the Northwest Extension from Baker Street to West Hampstead, Kilburn, etc.; on the west to Hammersmith, Richmond, Shepherd's Bush and Westbourne Park; on the southwest to Putney and Wimbledon.

The Central London Electric Railway, a tube running in almost a straight line from the Bank of England in the City, about six miles to Shepherd's Bush where is a station at gates of the Exhibition Grounds. The stations from the Bank are as follows:

Bank:—For Bank of England and City.
Post Office:—For Newgate Street, Central Criminal Court, General Post Office, St. Paul's Cathedral, Ludgate Hill, Cheapside.
Chancery Lane:—For Lincoln's Inn, Gray's Inn, Law Courts, Holborn, Fleet Street, Strand.
British Museum:—For British Museum, Shaftesbury Avenue, and New Oxford Street.
Tottenham Court Road:—For Charing Cross, National Picture Gallery and Trafalgar Square, Tottenham Court Road and Oxford and New Oxford Streets; junction with Hampstead Tube.
Oxford Circus:—Center of shopping district comprising Regent, and Oxford Streets; junction with Bakerloo Tube.
Bond Street:—For Wallace Collection, shops and picture galleries of Bond Street.
Marble Arch:—For Hyde Park.
Lancaster Gate:—For Hyde Park and Kensington Gardens; Paddington Station near by.
Queen's Road:—For shopping district around Westbourne Grove, and Kensington Gardens and Palace.
Nottinghill Gate.
Shepherd's Bush:—Connection with trams running to Hampton Court.
Wood Lane:—For Exhibition at Shepherd's Bush.

The City and South London Railway runs from the southern suburb of Clapham, through the city, at right angles to the other lines, as far as Euston Station. The stations are:

Clapham Common.
Clapham Road.
Stockwell:—for the suburban shopping district of Brixton
Oval:—For Oval Cricket Ground.
Kennington.
Elephant and Castle:—Junction with Bakerloo Tube running to Baker Street.
Borough:—Borough for St. George's Church.
London Bridge:—Junction with London, Brighton, and South Coast and South Eastern and Chatham Railways; also south side of London Bridge and Southwark Cathedral.
Bank:—For Bank of England and City; junction with Central London and Waterloo and City Tubes.
Moorgate:—For London Wall, Liverpool Street Station, Guildhall; junction with Great Northern and City Tube.

Old Street:—Junction with Great Northern and City Tube.
City Road.
Angel:—For Agricultural Hall.
King's Cross:—Junction with Piccadilly Tube and District Underground Railways; also Great Northern and Midland Trunk Railways.
Euston:—Connection with London and Northwestern Railway; also junction with Hampstead Railway running to Highgate and Golder's Green.

The Hampstead Tube starts from Charing Cross, and runs to the northwest of London through Camden Town, where the line bifurcates, the left arm running to Golder's Green, and the right to Highgate. The stations are as follows:

Charing Cross:—Junction with South Eastern & Chatham Trunk Railway.
Leicester Square:—For Piccadilly and the theatres; junction with Piccadilly Railway.
British Museum:—For British Museum and New Oxford Street and Holborn; junction with Central London Railway.
Goodge Street:—For Tottenham Court Road.
Warren Street:
Euston:—Connection with London and North Western Railway and City and South London Tube.
Mornington Crescent:
Camden Town:—The line divides at this point. The eastern section runs through South Kentish Town, Kentish Town, Tufnel Park to Highgate. The western branch runs through Chalk Farm, Belsize Park, Hampstead to Golder's Green.

The Bakerloo Tube starts at the Elephant and Castle on the south side of the river and runs in a northwesterly direction to Edgware Road. The stations are as follows:

Elephant and Castle.
Westminster Bridge Road:—For Lambeth Palace, Westminster Bridge (south side).
Charing Cross:—Junction with District Underground and also South Eastern and Chatham Railways.
Trafalgar Square:—For National Gallery, Strand, Trafalgar Square, Whitehall, Piccadilly.
Piccadilly Circus:—For Piccadilly, Leicester Square, Regent's Street, and theatres; junction with Piccadilly Tube.
Oxford Circus:—For shopping district around Oxford and Regent Streets; junction with Central London Railway.
Regent's Park:—For Regent's Park, Zoological Gardens and Botanical Gardens.
Baker Street:—Junction with District Underground Railway.
Marylebone:—For Marylebone Station of Great Central Railway Edgware Road.

Another important electric line is the Piccadilly Tube running from Hammersmith through the shopping districts of the Brompton Road and Strand, thence north-eastwards across the metropolis to Finsbury Park. The stations are as follows:

Hammersmith:—Junction with district Underground Railway.
Baron's Court.
Earl's Court:—Connecting with Underground Railway South Kensington. Earl's Court Exhibition.
Gloucester Road:—Adjoining District Railway.
Brompton Road:—For Victoria and Albert Museum, Albert Hall.
Knightsbridge:—For Hyde Park.
Hyde Park Corner:—For Hyde Park, Buckingham Palace, and Green Park.
Down Street:
Dover Street:—For Piccadilly.
Piccadilly Circus:—For Leicester Square, Haymarket, Regent's Street; junction with Bakerloo Tube.
Leicester Square:—For Charing Cross and Trafalgar Square; junction with Hampstead Tube.
Covent Garden:—For Covent Garden Market
Holborn:—A short branch runs south to the next station Strand in the thoroughfare of that name near the Law Courts.
Russell Square.
King's Cross:—Junction with District Underground and Great Northern and Midland Railways.
York Road:—For Metropolitan Cattle and "Pedlar's Market."
Caledonian Road:
Holloway Road:
Gillespie Road:
Finsbury Park:—Junction with Great Northern and City Railway.

The Great Northern and City Railway is a short line running from Moorgate Street, where it connects with the City and South London and Underground Railways, northwards to Finsbury Park. The stations are:

Moorgate Street:
Old Street:
Essex Road:
Highbury:
Drayton Park:
Finsbury Park:—junction with Piccadilly Tube.

There is an electric "L" line on the London, Brighton & South Coast Railway, connecting Victoria with London Bridge. This route is semicircular, passing through the suburbs of Clapham, Wandsworth, Brixton, Peckham, and Bermondsey.

By means of the network of underground railways it is possible for the visitor to reach any point of interest quickly, easily and cheaply. On a wet day this is especially advantageous, for one is able to travel in the dry. For the convenience of travelers the various companies have prepared a complete map of the whole of the system, whereon each railway is represented in a distinctive color. By consulting this map placed on the wall at every Underground station, the visitor can plan his journey and secure a through ticket. Care must be observed whenever traveling in London to keep tickets carefully, as no transfers are issued (with one or two exceptions) either in railway, tram, or omnibus, the ticket being clipped as one passes the barrier leading from one railway system to another and finally surrendered on leaving the station of destination.

STEAMBOATS.—There is no regular service of steamboats on the Thames, efforts to establish such upon a paying basis, both by private and municipal enterprise, having proved abortive. During the summer season, however, magnificent and roomy vessels run down the river from London Bridge calling at Tilbury, to Southend, Margate, Ramsgate, Deal, Dover,

Clacton, Felixtowe, Lowestoft, Yarmouth, and at specified times make trips to Ostend and Boulogne. The boats leave London Bridge early in the morning and return late in the evening of the same day. The fares are cheap Full details as to times and fares are published in the daily press. These trips afford an excellent opportunity for seeing the shipping on the Thames, the docks; and also pass many places of great historical and traditional interest. Similarly during the season trips are made to Hampton, Kew, Richmond, etc.; and on the higher reaches of the river trips are made from Oxford every day (Sundays excepted) through ninety miles of the delightful Thames scenery, visiting such places as Kingston and Henley. The full journey occupies about two days, but the boats can be joined and left at any intermediate stopping place, and combined railway and steamboat day trips are advertised.

Cabs.—The metropolis is well supplied with cabs. These comprise taxicabs, both motor and horse drawn, accommodating two or four passengers, hansoms, and four-wheeled vehicles or "growlers" When one has bulky luggage the last named should be used. A circle is drawn, four miles in radius, from Charing Cross, known as the four-mile-radius, and the charges within this area, (set by the Police Department), are as follows:—

Taximeter motor cabs:

One or two persons (two children under ten years counting as one person) for a distance not exceeding one mile, or for time not exceeding ten minutes..... 8d.
For each additional quarter of a mile or time not exceeding 2½ mins. or less in time and distance..... 2d.
Each additional person above two, the whole journey..... 6d.
Packages carried outside, each..... 2d.
Bicycles, etc..... 6d.

For taximeter hansom or two wheeled horse-cabs:

Not exceeding one mile or for time not exceeding 12 minutes..... 6d.
For each additional half mile or less, or for each additional six minutes or less... 3d.

Cabs not fitted with the taximeter may be hired either by distance or time. If hired and discharged within the four miles radius of Charing Cross, one shilling for 2 miles or less for one or two persons; for each additional person above two the whole journey 6d. If hired outside the radius, wherever discharged one shilling for each mile or part thereof. If hired within the radius but discharged outside the four mile area, 1 shilling for the first mile, 6d. for each additional mile within the radius, and one shilling for each additional mile outside the radius, or part thereof. Keeping cabs waiting 8d. for each completed quarter of an hour. Drivers of such vehicles, however, may undertake to carry a passenger for a journey not exceeding one mile at sixpence. If hired by time the rate is—within the radius two shillings per hour for four wheelers; hansoms, 2 shillings and 6 pence, for the first hour; 6d. and 8d. respectively for each additional quarter of an hour. If hired by time outside the radius wherever discharged, or if hired within but discharged without—four wheelers and hansoms 2s. 6d. for the first hour or less; 8d. for each additional quarter hour. In any case where the fare may be in dispute or the passenger may consider that he is being overcharged, the matter should be referred to the nearest policeman.

Omnibuses, both motor and horse-driven, ply in all the leading thoroughfares. The fares are very cheap. As the late W. E. Gladstone once stated to a party of Americans who wished to know the best means of seeing London, "From the top of a bus, gentlemen," for sightseeing purposes on a fine day they cannot be excelled. There are over 150 routes followed by these vehicles and one can travel from one side of the metropolis to the other through districts rich in historical interest, along the main arteries of traffic and through the centres of fashion and commerce for a few pence. Before setting out on such a journey, however, the visitor should consult his map and ascertain in what part of the compass the localities he wishes to visit, rest, so as to avoid boarding a vehicle traveling in the wrong direction.

Street railways, or tramways. There is an excellent service to all parts of the metropolis by the electric trams. There are two main systems, the London United Tramways working in conjunction with the Underground Electric railways, and serving the extreme western area of the metropolis—such places as Uxbridge, Kew, Hampton Court, and Twickenham—starting from Shepherd's Bush, the terminus of the Central London Railway; and the municipal service of the London County Council serving over 130 miles in all parts of the metropolis. The cars are large and roomy and of the double decked type. The roof seats afford an excellent coign of vantage for sight-seeing purposes, and being enclosed in glass afford complete protection from the weather. The fares are very low, ranging from a half-penny for a short stage to eightpence or so for a complete journey of several miles. In London there are no uniform fares, irrespective of distance, but the fares are graduated. The traveler need not fear being overcharged, however, for the fares are plainly printed inside the car in a conspicuous position. The Tramways of the London County Council pass through districts appealing to the sightseer, and the visitor cannot do better than invest one penny in the voluminous guide book issued by the London County Council, which not only sets forth alphabetically the principal spots of interest, but also indicates a series of routes affording the cheapest, simplest, and quickest means of reaching them. In many cases a number of interesting spots will be grouped on one route and the visitor can inspect each in turn, paying his fare in stages, and thus fulfilling his pilgrimage in the cheapest manner possible.

Another short line is the Waterloo tube, connecting Waterloo, the terminus of the London and South Western Railway on the south side of the river, with the City, at the Bank of England, where a junction is formed with the Central London and City and South London tubes. There are no intermediate stations.

AMUSEMENTS.

In the matter of amusements London is very liberally provided. So far as regards the theaters and vaudeville establishments, these are concentrated in a very central position, and are, for the most part, within easy access of the various underground railway systems and 'buses. Theaterdom may be best described as lying in the purlieus of the Strand, Leicester Square, Piccadilly and the Haymarket. These are the West End theaters, but through the suburbs are scattered innumerable theaters and music halls, which have sprung up during the past few years, and which offer entertainments quite on a level with those in the West End houses, and certainly compare favorably, if they do not excel, the latter in point of comfort and appointment, with the additional advantage of being far cheaper. Details concerning performances are published in the daily press. During part of August and September a great number of the theaters are closed, but the vaudeville houses are open all the year round. The tariff is fairly uniform throughout the whole of the West End theaters, the charges averaging: stalls, 10s. 6d.; dress circle, 7s. 6d.; upper circle, 5s. and 4s.; pit, 2s. 6d.; gallery, 1s. In the stalls, upper circle and dress circles, while evening dress is not generally enforced, it is considered *de rigeur*, and in some theaters is essential. The performances commence, as a rule, at 8, 8.15 or 8.30 P.M., and conclude about 11 P.M. Matinées are generally held on Wednesdays and Saturdays, when performances usually commence at 2.30 P.M. Seats for stalls and circles should be booked in advance, by telephone, telegram, or through the numerous libraries or agents.

The West End theatres, together with their situation, are as follows:

Adelphi:—Strand, W. C.
Aldwych:—Aldwych, Strand, W. C.
Apollo:—Shaftesbury Avenue, W. C.
Comedy:—Panton Street, Haymarket, W.
Court:—Sloane Square, S. W.
Criterion:—Piccadilly Circus, W.
Daly's:—Leicester Square, W. C.
Drury Lane:—Catherine St., Strand, W. C.
Duke of York's:—St. Martin's Lane, Trafalgar Square, W. C.
Gaiety:—Strand, W. C.
Garrick:—Charing Cross Road, Trafalgar Square, W. C.
Globe—Shaftesbury Avenue, W. C.
Haymarket:—Haymarket, W.
His Majesty's:—Haymarket, W.
Kingsway:—Great Queen St., Kingsway, Strand, W. C.
Lyceum:—Wellington Street, Strand, W. C.
Lyric:—Shaftesbury Avenue, W. C.
New:—St. Martin's Lane, Trafalgar Square, W. C.
Playhouse:—Northumberland Avenue, Trafalgar Square, W. C.
Prince of Wales:—Piccadilly, W.
Queen's:—Shaftesbury Avenue, W. C.
Royalty:—Dean Street, Soho, W. C.
St. James':—King Street, St. James', S.W.
Savoy:—Strand, W. C.
Scala:—Charlotte Street, Fitzroy Square, W. C.
Shaftesbury:—Shaftesbury Av., W. C.
Terry's:—Strand, W. C.
Vaudeville:—Strand, W. C.
Waldorf:—Aldwych, Strand, W. C.
Wyndham's, Charing Cross Road, Trafalgar Sq., W. C.

Grand Opera is given during the season at Covent Garden, Covent Garden, Strand, W. C.

The variety theatres and music halls are as follows:

Alhambra:—Leicester Square
Coliseum:—St. Martin's Lane, Trafalgar Sq.
Empire:—Leicester Sq.
Hippodrome:—Leicester Sq.
Holborn Empire:—High Holborn
Oxford:—Oxford Street, East End
Palace:—Shaftesbury Avenue
Pavilion:—Piccadilly
Tivoli:—Strand
Maskelyne & Cooks:—Langham Place, Regent's St., W.

The charges at these houses of entertainment are somewhat less than the theaters, but fluctuate considerably. In some, two performances are given per evening, from 6.45 to 8.45 P.M., and 9 to 11 P.M., respectively. At the others the performances commence at 7.30 or 8 P.M., and continue until 11 P.M. Smoking is permitted. Some give afternoon performances, and others matinees once or twice a week.

Concerts are given in the following halls frequently, but for details concerning such the daily newspapers must be consulted:

Albert Hall:—South Kensington, S. W.
Queen's Hall:—Langham Place, Regents St., W.
St. James Hall:—Great Portland St., W.
Steinway Hall:—Lower Seymour Street, W.
Crystal Palace:—Sydenham, South London
Alexandra Palace:—Wood Green, North London

In addition there are innumerable electric theaters, where bioscope pictures are shown continuously during the day; and numerous rinks within easy distance of Charing Cross, wherein roller skating can be enjoyed. During the summer months, from May to October, exhibitions are held at Earl's Court, Kensington, and Shepherd's Bush, alongside the terminus of the Central London Railway; while shows are frequently held at the Crystal Pal-

ace, Sydenham, South London; Olympia, West Kensington, and Agricultural Hall, Islington, during the year. Details are published in the papers.

London has often been characterized as a dull city on Sunday. As compared with Continental cities, such a comparison may be justified, but it is partly explicable from the fact that the greater part of the population seeks a change of air and environment for a few hours, either by the seaside, up the Thames, or amid the sylvan picturesqueness of the countryside. Innumerable day trips and excursions are arranged every Sunday, during the summer to all parts, the resorts on the southern and eastern coasts, such as Hastings, Brighton, Worthing, Folkestone, Dover, Margate, Ramsgate, Southend and Yarmouth, being particularly patronized. The Thames, both up and down, from Gravesend to Teddington, Taplow and Maidenhead, also attracts large crowds; while the leafy lanes of Kent, Sussex, Essex, Surrey and Buckinghamshire appeal to many. All the trunk railways cater for this traffic, and numerous trains are run during the morning at very cheap fares. For those who prefer to remain in London band performances are given in the numerous parks scattered throughout the metropolis, while in the evening sacred concerts of a high-class character are given in many theaters, music and concert halls in the West End, where the most eminent vocalists and bands may be heard.

During the summer cricket matches are decided nearly every day at Lords, the home of the M. C. C. at St. John's Wood, and the Oval at Kennington, on the south side of the Thames, within easy reach of Charing Cross. In the suburbs there are numerous golf links where devotees of this sport can fulfil their desires. The lawn tennis championship of the world is invariably decided, about the end of June, at the grounds of the All-England Lawn Tennis Club at Wimbledon, while the amateur championships in tennis and racquets are invariably held at the Queen's Club, West Kensington. Those interested in the military pastime, polo, can follow the sport at the two popular centers, Hurlingham and Ranelagh.

Horse Racing.—Within easy distance of the metropolis there are several race courses where important meetings are held. At Epsom the famous Derby and the Oaks are decided. The Derby is the great meeting of the year, and is always run on a Wednesday, either a fortnight before or after Whitsun. The vast concourse of people that makes its way to the Surrey Downs by every road and every kind of vehicle is a remarkable sight, and to fully appreciate the spectacle this route should be followed. There is, however, a frequent train service at special cheap fares from Victoria and London Bridge (London, Brighton and South Coast Railway), and Victoria, Charing Cross, Holborn, St. Paul's, Ludgate Hill and Cannon Street (South Eastern and Chatham Railway), the station of the latter being at the famous Tattenham Corner. Two days after the Derby the Oaks is decided. The fashionable race meeting is the Ascot week, a fortnight after the Derby, which is patronized by rank and fashion; members of the royal family, including the King and Queen, invariably attend. Another fashionable race meeting is Goodwood, commencing on the last Tuesday in July and continuing throughout the week. The Venue is the famous race course at the country seat of the Duke of Richmond, in mid-Sussex, and can be easily reached by train from the London termini of the London, Brighton and South Coast Railway. There are several other race courses near London where races are decided at frequent dates throughout the season, namely: Alexandra Park, adjoining Alexandra Palace in North London, reached by tram, 'bus, or Great Northern (King's Cross) and Great Eastern (Liverpool Street) railways; Sandown, South Western Railway (Waterloo); Kempton Park, South Western Railway; Windsor, London and South Western and Great Western (Paddington) railways; Hurst Park, London and South Western Railway. Other important race courses are those at Newmarket, Great Northern (King's Cross) and Great Eastern (Liverpool Street) railways; Gatwick, Lingfield, Lewes, Brighton (London and Brighton railways); Doncaster (Great Northern Railway); Aintree, Liverpool, where the Great National is decided, reached by London and North Western, Great Western, and Midland railways; Newbury, Great Western Railway.

Rowing.—The upper reaches of the Thames and its tributaries offer excellent facilities for rowing. During

he year many important contests are decided, the greatest of which is the Oxford and Cambridge boat race between crews of the rival universities, over the 4¼-mile course between Putney and Mortlake, on the Saturday preceding Holy Week. Doggett's Coat and Badge, the race instituted by Doggett, the actor, in 1715, rowed for by young Thames watermen over a five-mile course between Chelsea and London Bridge, on August 1, is an inspiriting contest. During the months of July and August regattas are held at several points up the Thames: at Molesey, Staines, Kingston, Richmond, Marlow, Bourne End, etc. The most important is the Henley regatta, usually held in the early days of July, and is a great social function. For these regattas train should be taken to the stations named, either by Great Western, or London and South Western railways, special fares being arranged for the occasions. Rowing may be indulged in on the large sheets of ornamental water within the boundaries of the metropolis, such as the Serpentine in Hyde Park and the lakes in St. James', Regent's, Battersea, and other parks, the tariff being 6d. per hour per boat, irrespective of number of occupants.

Football.—During the winter season football matches are held in various parts of the metropolis, and a crowd of 20,000 or 30,000 people is no uncommon sight when two rival giant clubs are engaged in deadly warfare. The great event is the "final" or championship game for the Football Association Cup at the Crystal Palace, about Easter, when the crowd will number from 80,000 to 110,000 people.

"ROTTEN ROW," HYDE PARK, LONDON
Is reserved for Horseback Riders

Angling.—Disciples of Izaak Walton can fulfil their desires at several points within easy reach of London, such as the upper reaches of the Thames, the rivers Lea and Colne, the Medway in Kent or the Arun in Sussex. On Sundays the various railways issue "angling tickets" at special fares for the various fishing grounds.

Hotels.—As already mentioned, the metropolis is well provided in this respect, and accommodation can be secured to suit every purse. The following pages contain a selection of well-known hotels and their tariffs:

HOTELS AND THEIR TARIFFS

Hotel	Address	Room Single	Room Dble.	Breakfast	Lunch	Tea	Dinner	Attendance	Boarding Terms Per Day	Boarding Terms Per Week
Alexandra	Hyde Park Corner, S. W.	* 7/	*10/6	3/6	3/6	1/-	6/6			
Anderton's	Fleet Street, E. C.		* 5/6		1/6		3/-		9/6	
Angus	New Bridge Street, E. C.	* 3/-	* 6/-	* 1/6	2/-	* - 6	2/6			*42/-
Arundel	Arundel St., Strand, W. C.	* 6/-			*2/-		3/6		*9/6	
Bailey's	Gloucester Road, S. W.	* 6/6	*13/-	3/-	3/-	1/-	5/-		*12/-	*84/-
Bath and Cheltenham	London St., Paddington, W.	* 4/6	* 6/6	* 2/-	2/-	1/-	4/-		10/6	73/6
Bedford	Southampton Row, W. C.	3/6	7/-	2/-	2/6	1/-	3/-			
Berkeley	Piccadilly, W.	9/-	15/6	2/-	4/-	1/-	7/6			
Bolton Mansions	11–14 Bolton Gardens, S. Kensington, S. W.	* 3/6	* 6/-	2/6	2/6	-/6	3/6		* 8/-	*52/6
Buckingham Palace	Buckingham Gate, S. W.	* 5/6	* 9/6	2/- 3/6	3/6	1/-	6/-			
Burlington	Old Burlington St., W.	5/-		3/6	3/6	1/6	6/-	1/6		
Cadogan	Sloane St., S. W.	5/-		2/6	3/	* 1/-	5/		*10/6	
Carlton	Pall Mall, S. W.	* 7/6	*12/6	3/6	5/-		7/6			
Carter's	Albemarle Street, W.	4/-	* 7/-	3/-	3/-	1/	* 3/6	1/6	12/6	
Cavendish	Jermyn St., Piccadilly, W.	* 4/-	* 8/-	* 2/6	* 3/6	1/-	* 5/-	1/6		
Cecil	Strand, W. C.	* 5/-	* 9/-	* 2/6	3/6		5/-			
Charterhouse	Charterhouse Square, E. C.	* 5/6	*11/-		2/-	1/6	2/6		9/-	
†Cannon St.	South Eastern Railway City Terminus, E. C.	* 4/-	* 7/-	* 2/6	* 2/6	* 1/-	* 3/6			*73/6
City Central (Faulkner's	Newgate Street, E. C.	* 2/6	* 4/6	2/-	1/6	* 1/-	2/6		* 7/6	*50/-
Claridge's	Brook St., Grosvenor Sq.									
Covent Garden	Southampton St., Strand, W. C.	* 6/-			2/-	1/-	3/-		* 9/6	*63/-
Craven	Craven St., Charing Cross	4/-	6/-	2/6	2/6	1/-	3/6		10/6	73/6
De Keyser's	Thames Embankment, E. C.								*12/6	
De Vere	48–50 Hyde Park Gate, S. W.	4/6	8/-	3/-	3/-	-/6	5/		*10/6	*63/-
†Charing Cross	Strand Terminus of South Eastern Railway	5/6	12/-	3/6	3/6	1/6	5/-			
Euston	Terminus, London and North Western Railway Euston Rd., N. W.	* 5/-	* 7/-	* 1/6	* 2/-	* 1/-	2/6 5/-			
First Avenue	High Holborn, W. C.	* 5/-	* 8/-	2/- 3/-	2/6	1/-	5/-		*12/-	

* From. † Railway Terminus Hotels. ⌒ = Bed and Breakfast inclusive. Note the price of the room varies according to situation and to the season of year and of meals to personal requirements or fancy.

HOTELS AND THEIR TARIFFS—*Continued*

Hotel	Address	Room: Single	Room: Dble.	Breakfast	Lunch	Tea	Dinner	Attendance	Boarding Terms: Per Day	Boarding Terms: Per Week
		other meals in restaurant à la carte								
Fischer's	11 Clifford St., Bond St., W.	* 5/6	* 8/-	* 2/-	* 2/-	* 1/-	* 3/6	1/6	*12/6	.....
Ford's	Manchester St., W.	5/6	7/6	2/6	2/6	6/-	4/6	.....	10/6	.....
Fripp's	Manchester St., W.	* 3/6	.....	2/	2/6	1/-	3/6	.....	9/-	*42/-
Golden Cross	Charing Cross, W. C.	* 4/-	* 7/-	3/-	2/6	1/-	4/-	.....	10/6	.....
Grand	Northumberland Av., W. C.	* 6/-	* 9/-	3/6	3/6	1/6	6/-	.....	.....	.....
†Great Central	Marylebone, W.	.....	.....	.....	.....	.....	.....	.....	.....	.....
†Great Eastern	Liverpool Street, E. C.	* 4/6	* 8/6	3/-	3/6	* -/6	5/-	.....	12/6	.....
†Great Northern	Kings Cross, N. W.	* 4/6	* 8/-	3/-	3/-	1/-	5/-	.....	12/6	.....
†Great Western	Paddington, W.	.....	.....	.....	.....	.....	.....	.....	12/-	63/-
Grosvenor	Buckingham Palace Rd., S. W.	* 5/-	* 8/-	* 2/-	2/6 } 4/- }	1/-	4/6 } 6/- }	.....	.....	105/-
Hans Crescent	Sloane St., S. W.	* 5/-	* 7/6	* 2/-	* 2/6	* 1/-	* 5/6	.....	*12/6	.....
Haxell's	Strand, W. C.	5/-	10/-	2/6	2/-	1/-	2/6	.....	.....	.....
†Holborn Viaduct	Holborn Viaduct, E. C.	* 5/-	* 7/-	3/-	2/6 } 3/6 }	1/-	3/6 } 5/- }	.....	*12/-	*73/6
Horrex's	Norfolk St., Strand, W. C.	5/-	9/-	2/6	2/6	.....	3/6	.....	* 9/6	.....
Howard	Norfolk St., Strand, W. C.	6/6	8/6	.....	2/-	1/-	3/6	.....	*10/6	.....
Hyde Park	Albert Gate, S. W.	8/6	14/-	2/-	4/-	1/6	7/6	.....	.....	.....
Imperial	Russell Square, W. C.	6/-	11/-	2/-	2/	1/-	3/-	.....	10/6	63/-
Inns of Court	High Holborn, W. C.	4/6	.....	3/-	2/6	.....	3/6	.....	*10/6	.....
Jules	Jermyn St., Piccadilly, W.	* 6/6	*10/6	* 2/-	4/-	* 1/	5/6	.....	.....	.....
Langham	Portland Place, Regent's St., W.	* 5/-	*10/-	* 3/-	* 3/6	* 1/-	* 5/-	.....	15/-	.....
Long's	New Bond St., W.	* 5/-	* 8/-	* 2/6	* 2/6	* 1/-	5/-	.....	.....	.....
Manchester	Aldersgate St., E. C.	6/6	13/-	.....	2/-	1/-	2/6	.....	*10/6	*63/-
Metropole	Northumberland Avenue, Charing Cross, W. C.	* 6/-	* 9/-	2/- } 3/6 }	3/6	1/6	6/-	.....	.....	105/-
†Midland Grand	St. Pancras, N. W.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Morley's	Trafalgar Square, Charing Cross, W. C.	* 4/-	*9/-	* 2/-	* 2/6	* 1/-	5/-	.....	.....	.....
Norfolk	Surrey St., Strand, W. C.	6/6	.....	.....	* 2/6	.....	4/-	.....	*10/6	.....
Piccadilly	Piccadilly & Regent Street, W.	* 8/6	*15/-	2/-	3/6	.....	7/6 } 10/6 }	.....	.....	.....
Prince of Wales	De Vere Gardens, Kensington, W.	3/6	6/-	2/-	2/-	-/6	3/6	.....	*10/6	*63/-
Queen's	Leicester Sq., W. C.	* 4/-	* 7/-	* 2/6	* 3/-	* 1/	* 5/-	* 1/-	*12/6	*84/-

* From. † Railway Terminus Hotels. ⌒ signifies inclusive.

HOTELS AND THEIR TARIFFS—*Continued*

Hotel	Address	Room		Breakfast	Lunch	Tea	Dinner	Attendance	Boarding Terms	
		Single	Dble.						Per Day	Per Week
Ritz	Piccadilly									
Royal Court	Sloane Square, S. W.	6/-		* 1/-	* 2/6	* 1/6	* 3/6	1/-	*10/-	*63/-
Royal Palace	Kensington, High St., W.	* 3/-	* 4/-	3/-	3/-	1/-	5/-	1/6	*10/6	*73/6
Russell	Russell Square, W. C.	* 4/6	* 7/-	* 2/6	* 2/6	* 1/-	* 4/-		*12/6	*84/-
St. Ermin's	Caxton St., Westminster	* 5/-	* 7/-	* 1/6	3/-	1/-	5/-			
Salisbury	Salisbury Square, Fleet St., E. C.	4/-	6/-	3/-	3/-	1/-	3/6			
Savoy	Strand, W. C.									
South Kensington	Queen's Gate Terrace, S. W.	* 5/6	*10/-	* 2/-	3/-	1/-	5/		12/-	84/-
Strand Palace	Strand, W. C.	6/-								
Tavistock	Covent Garden, W. C.	* 5/-			* 2/-	* 1/-	* 2/6			
Tudor	Oxford Street, W	4/6	8/-	2/6	2/6		/6		10/6	73/6
Victoria	Northumberland Av., Charing Cross, W. C.	* 3/6		3/6	3/6	1/	5/-		14/6	
Waldorf	Aldwych, Strand, W. C.	* 4/6		* 2/-	3/6	1/-	5/-			
Waterloo	York Road, S. E.	* 2/6	* 4/6	* 1/3	* 2/-	* 1/-	* 2/6	1/-	9/-	60/-
Westminster Palace	Opposite Westminster Abbey	* 3/6	* 5/-	* 2/-	* 2/6	* 1/	* 2/6		12/6	84/-
Windsor	46 Victoria Street, S. W.	* 4/-	* 7/-	* 2/-	* 2/-	1/6	5/-		*12/-	

* From ——— signifies inclusive.

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TEMPERANCE, PRIVATE, HOTELS AND BOARDING HOUSES.

These establishments are not licensed to sell wines, spirits, or any alcoholic liquors.

Hotel	Address	Room Single	Room Dble.	Breakfast	Lunch	Tea	Dinner	Attendance	Boarding Terms Per Day	Boarding Terms Per Week
Andrew's	68–69 Guildford St., Russell Square, W. C.	1/6	2/6	1/3	to	2/-		-/9		
Bonn's	6 York St., St. James's Square, S. W.	2/6	3/6							
Bingham	5 Southampton Bldgs. & 63 Chancery Lane, W.C.	3/6	6/-	* 1/6	* 1/6	* 1/-	* 3/-			
Bonnington	27 Bloomsbury Square, W. C.	3/-	5/-	* 1/6	1/6	1/-	2/6			
Broadwalk	De Vere Gardens	From 4/6			2/-	* 1/3	2/6			
Brook's	33–34 Surrey St., Strand, W. C.	4/-	7/6	2/-	2/-	-/6	3/6	1/6	9/-	63/-
Brunswick House	28a Brunswick Sq., W. C.	(Single Room and Breakfast * 5/- per day)								
Buckingham	28 Buckingham St., Strand, W. C.	2/6	4/-	* 1/6	2/-	-/9	2/6		7/-	42/-
Cambridge House	12-13 Montague St., Russell Sq., W. C.	5/-	10/-	2/-	1/6	1/-	2/6			
Coburn	9 Endsleigh Gardens, W. C.	(Room and Breakfast 4/-)								
Cranston's Waverley	Southampton Row, W. C.	* 3/6	* 6/6	2/-	2/-	1/-	3/-		5/6	15/-
Cranston's Kenilworth	Great Russell St., W. C.	(Room, Breakfast and Bath 5/ per day)							* 7/6	*42/-
Demeter House	29-30 Queen Square, Bloomsbury, W. C.	* 7/6	* 8/-		1/-	-/6	-2/6			*35/
Devonshire House	12 Bishopsgate St. Without, E. C.	* 2/0	* 3/-	* 1/6	2/6	* 1/6		1/6	* 6/-	
Durrants'	George St., Manchester Sq., W.	* 5/-			2/-	-/9	3/6		8/-	
Garrards'	53 Hunter St., Brunswick Sq., W. C.	1/6	2/6	1/3	1/6	1/3	2/-	-/6	*12/	40/-
Granville House	6 Endsleigh Street, Tavistock Sq., W. C.	(Room, Breakfast and Dinner from 27/6 per week)							6/-	
Gwalia	Upper Woburn Place, W. C.	5/-			2/-	1/-	2/6		9/-	*52/6
Hamilton House	85 Guildford St., Russell Square, W. C.	(Room and B eakfast from 3/6 per day) or from 20/- per week)								
Imperial	122 Queen's Gate, S. W.	* 3/6	* 6/-	2/6	3/-	1/-	4/-			*50/6
Ivanhoe	Bloomsbury Street, W. C.	(Room, Breakfast & Bath 5/- per day)								
Johnston's	20-21 Suffolk St., Pall Mall, East, S. W.									
Kimberley House	86–87 Guildford St., W. C.	Inclusive terms from 5/- per day)								
Kingsley	Hart St., W. C.	* 3/6	* 6/-	* 1/3	2/-	* 1/-	3/-		* 8/6	
Macaulay House	33-35 Woburn Place, W. C.	(Room and Breakfast from 3/6 per day)								*25/6

* From. ——— = inclusive terms for Room and Breakfast. Price of room varies according to situation and season, and cost of meals fluctuates according to personal requirements.

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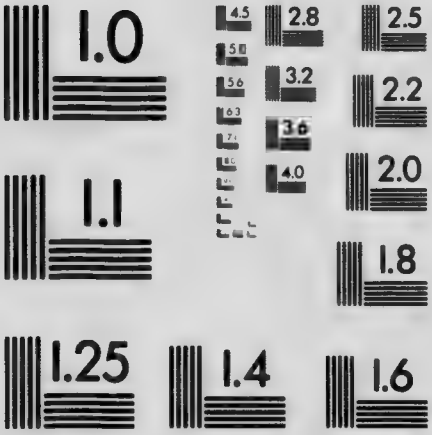

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TEMPERANCE, PRIVATE, HOTELS AND BOARDING HOUSES—*Continued*

Hotel	Address	Room Single	Room Dble.	Breakfast	Lunch	Tea	Dinner	Attendance	Boarding Terms Per Day	Boarding Terms Per Week
Manns'	48–49 Torrington Sq., W. C.	* 3/-	* 6/6	.....	.....	* 1/	2/-	....	6/-	42/-
Midland Temperance	73–6 Guildford St., Russell Sq., W. C.	* 3/-	* 5/6	* 1/3	* 1/6	* 1/3	3/	.....	.....	.....
Montague	Montague St., Russell Sq., W. C.	* 1/6	* 2/6	* 1/3	* 1/6	* 1/3	.....	-/9	.....	.....
Morton	Russell Square, W. C.	* 3/-	* 5/-	2/	2/-	1/-	2/6	.....	* 8/-	.....
Osborne	Tavistock Place, W. C.	(Room, Breakfast and Bath 5/- per day)								
Queen's	104–8 Oxford St., W.	5/-	10/	.....	* 2/6	1/-	3/-	.....	8/-	50/-
Suttie's	24–7 Bedford Place, Russell Square, W. C.	3/-	5/-	2/	1/6	2/	2/6	.....	.....	*42/-
Thackeray	Great Russell St., W. C.	* 3/6	* 6/-	* 1/3	2/-	* 1/	3/	.....	* 8/6	.....
Tranter's	6–9 Bridgewater Square, Barbican, E. C.	2/3 3/6	* 3/6	1/- 2/	* 1/6	* 1/	* 2/-	-/3	* 7/6	*45/-
University	Endsleigh Gardens	* 4/-	* 6/6	2/6	2/	1/	3/	...	*10/-	*63/-
Washington	53 Guildford St., Russell Sq., W. C.	* 3/6	* 6/-	.....	1/-	-/6	2/-	...	5/-	25/-
West Central	101 Southampton Row, W. C.	* 3/-	* 5/6	2/-	2/-	* 1/3	3/-	.....	* 5/-	.....
Wild's	Ludgate Hill, E. C.	3/-	6/-	2/-	1/6	* 1/6	3/0	.....	..... 7/6	.....
Woburn House	Upper Woburn Place, W. C.	2/6	4/-	2/-	1/6	-/6	2/6	-/6	10/6	.....
Woodstock	8 Euston Square, N. W	* 4/-	* 4/-	1/6	1/6	1/6	2/6	.....	* 6/6	*35/-

* From. ———. = inclusive terms for Room and Breakfast. Price of room varies according to situation and season, and cost of meals fluctuates according to personal requirements. See notice of copyright, page 446.

So far as restaurants are concerned London is well equipped, and, like the hotels, they are of infinite variety, with a menu to suit every taste and purse. In the West End there are many magnificent restaurants which constitute a rendezvous of fashion. The most fastidious desires concerning luncheon, dinners and after-theater suppers can be fully met. The meals are served either *à la carte* or *table d'hote*. For light refreshments there are the establishments of J. Lyons & Co., Slater's, Lipton, the J. P. restaurants, Aerated Bread Company, Yexley's, etc., to be found in all the principal streets throughout the West End and City. The large stores also have well equipped restaurants and tea rooms, the fare at which is of the best, and nominal in price. All the large hotels have commodious buffets where luncheons and dinners may be obtained, and the numerous public houses also provide plain, wholesome luncheons at very cheap prices. The leading restaurants are as follows:

West End.	Luncheon.	Dinner	Supper.
Gatti's Adelphi, Strand, W. C.	2/6	3/6	.....
Blenheim, 94 New Bond St., W.	from 1/6	from 2/-	.....
Café d'Italie, Old Compton St., Soho, W. C.	1/6	2/6	.....
Café Monico, Piccadilly Circus, W.	3/-	5/-	.....
Carr's, 265 Strand, W. C.	.....	.....	.....
Comedy, Panton St., Haymarket, W.	1/6	2/6	2/6
Criterion, Piccadilly Circus, W.	4/-	from 7/6	5/-
Frascati, Oxford St., East End, W.	2/6	5/-	.....
Gaiety, Gaiety Theatre, Strand, W. C.	3/-	5/- 7/- 10/6	.....
Gatti's, Strand, W. C.	2/6	4/-	.....
Hatchett's, Piccadilly	2/-	From 3/6	.....
Holborn, High Holborn	2/6	from 3/-	.....
Horseshoe, corner Tottenham Court Road and Oxford St., W.	.....	.....	.....
Grand Café de l'Europe, Leicester Square, W. C.	3/-	5/-	.....
Jules', Jermyn St., Piccadilly, W.	4/-	from 5/6	.....
Kettner's, Church St., Soho, W. C.	3/6	from 5/-	.....
Kuhn, 31 Hanover St., W.	2/-	3/-	.....
Piccadilly, Regent St., W.	.....	.....	.....
Popular, Piccadilly, W.	from 1/6	from 2/6	.....
Prince's, Piccadilly, W.	4/6	6/6 to 10/6	.....
Romano's, Strand, W. C.	3/6	from 3/6	.....
St. James's, Piccadilly, W.	1/6	2/6	.....
Strand Palace, Strand, W. C.	from 1/6	from 2/6	.....
Hotel Cecil, Strand, W. C.	.....	.....	.....
Grand, Charing Cross, W. C.	.....	.....	.....
Cavour, Leicester Square, W. C.	.....	.....	.....
Simpson's, Strand, W. C.	.....	.....	.....
Garrick, Leicester Square, W. C.	.....	.....	.....
Trocadero, Shaftesbury Avenue, (west end), W. C.	3/6	from 5/-	.....
Villa Villa, Gerrard Street, W.	1/6	2/6	.....

The City is famous for its many old-fashioned taverns, many of which are noted for their special dishes on certain days, as well as their old-fashioned, nutritious, albeit simple English fare. The most important of these are as follows:

Palmerston, New Broad Street, E.C.; Anderton's, Fleet Street, E.C.; Birch's, Cornhill, E.C.; Cock, 22 Fleet Street, E.C.; Gow's, 25 New Broad Street, E.C.; London Tavern, 53 Fenchurch Street, E.C.; Old Cheshire Cheese (Dr. Johnson's favorite hostelry), Wine Office Court, Fleet Street, E.C.; Pimm's, 3 Poultry, 38 Bucklersbury, 42 Threadneedle Street, 81-83 Gresham Street, 129-132 Leadenhall Street, E.C.; Ship and Turtle, 29 Leadenhall Street, E.C.; Sweeting's, 158 Cheapside and 39 Fleet Street, E.C., famous for fish and stout. In addition there are numerous coffee houses, much favored by city men after lunch, such as Groom's, in Fleet Street, opposite Chancery Lane, where the coffee is made according to a famous and historic recipe. At the Old Cheshire Cheese, the famous oyster pudding dispensed Wednesdays and Saturdays is much enjoyed. For those who wish to live cheaply the Bohe-

mian quarter of Soho will distinctly appeal, where, at many restaurants, a good meal and bottle of wine can be procured for a few pence. For vegetarians there are many such restaurants scattered throughout the metropolis, the foremost of which are The Eustace Miles' Restaurant, Chandos Street, Charing Cross; Food Reform Association, Furnival Street, Holborn, E.C.; St. George's Café, 37 St. Martin's Lane, W.C., etc.

In the shopping quarter, around Regent Street, Bond Street and Oxford Street, a variety of tea rooms and light refreshment houses exist.

The fashionable shopping centers are Strand, Ludgate Hill, St. Paul's Churchyard, Piccadilly, Regent Street and Oxford Street, all within walking distance of Charing Cross; Westbourne Grove, accessible by underground railway and omnibus; and Brompton Road, W., also within easy riding distance of Charing Cross. Curiously enough, trades and industry appear to be naturally divided into zones. Clerkenwell is the center of the watch and clock industry; the great tailoring center is Whitechapel and its purlieus; the diamond district is Hatton Garden, E.C.; the toy district is Houndsditch; Paternoster Row and Square the center of the book publishing trade; Fleet Street is newspaperdom, while Tottenham Court Road is an avenue of furnishing, upholstering and decorating establishments. The following are the great department stores and shops:

Army and Navy Stores, Victoria Street, Westminster, S. W.
Civil Service Supply Association, Bedford Street, Strand, W. C., and Queen Victoria Street, E. C. These only supply Ticket holders and their friends.
Whiteley's, Westbourne Grove, S. W.
Selfridge's Oxford Street.
Harrod's, Brompton Road, S. W.
Barker's, Kensington, W.
Spiers & Pond, Queen Victoria Street, E. C.
Maple's, Tottenham Court Road (especially dry goods)
Shololbred's, Tottenham Court Road (especially dry goods)
Waring's, Oxford Street.
Gamage's, High Holborn, W. C.
Swan & Edgar, Piccadilly, W. (Drapery Stores)
Debenham & Co., Higmore Street, W. (Drapery Stores)
Spence's, St. Paul's Churchyard, E. C. (Drapery Stores)
Hitchcock & Williams, St. Paul's Churchyard (Drapery Stores)
Allen Foster & Co., Wood Street, Cheapside, E. C. (Drapery Stores)
Benetfink's, Cheapside, E. C.

In some of the suburbs, also, large stores have sprung up, notably at Brixton, Peckham, Holloway, Hampstead, and Clapham Junction, within easy 'bus, train and tram ride of Charing Cross, which, though catering especially for the local population, are now regarded as equal in every respect to the West End establishments, and by many thought to be more advantageous, so that these outlying stores are now patronized from far and wide. Jewelry shops are to be found mostly in the Strand, Bond Street, Piccadilly, Regent's Street, Oxford Street, Ludgate Hill and Hatton Garden. Booksellers and libraries: Mudie's, in New Oxford Street, and W. H. Smith & Son, Ltd., Kingsway, Strand, W.C., meet the demands for lending libraries and book purchasing stores. Similar facilities, however, are offered at all the stations of the great trunk and underground railways. Every street, however, in the shopping centers is well equipped with shops devoted to every imaginable class of trade, so that the variety is infinite, and a comparison of prices is presented. It must be borne in mind, however, that in the West End prices rule relatively high, and the same goods can invariably be bought in the City or outside the fashionable zone at a much lower figure.

The English metropolis is one of the greatest show places in the world. To enumerate everything of interest is quite impossible, but the "sights," and details concerning the same, are shown in the accompanying table. Churches are especially full of historical interest, and many will especially appeal to Americans, such as St. Saviour's Cathedral, Southwark, near the London Bridge railway stations, where is recorded the baptism of John Harvard; St. George's Church, Gravesend, where is the tomb of Pocahontas; the Church of All Hallows, Barking, where is the entry o. the baptism of William Penn, and where John Quincy Adams was married; the register of St. George's, Hanover Square, W., records the marriage of Theodore Roosevelt; and the Church of St. Sepulchre's, Newgate, has the tomb of the redoubtable Captain John Smith, one time governor of Virginia.

London, to the American stranger, appears a bewildering maze of streets, among which it appears hopeless to find one's way. Such a maze may, however, be readily disentangled if it is remembered that the Strand, Oxford

Street and its continuations at either end, run roughly parallel, east and west, with one another and with the river. Moreover, nearly all the great thoroughfares converge at the Bank of England and Mansion House. Consequently, in traveling by omnibus the tourist should make a point of ascertaining from his map whether he wishes to go east or west, and then should make sure whether the vehicle is going in the required direction. Lateral streets which also run roughly parallel with one another connect these main arteries with one another every few yards. The names of streets are plainly indicated on the front wall of the corner buildings, just above the shop facia, and on the corner lamp-posts, while there are innumerable other signs to assist the stranger on his way. Whenever in doubt, however, or when bearings are somewhat hazy, the pedestrian should always inquire his way of a policeman. Indeed, it may be laid down as a golden rule never to make an inquiry of any character of any one but a policeman. The London guardian of the public is compelled to possess a sound geographical knowledge of the metropolis, and will always give his directions in a concise, lucid manner, and with every courtesy withal. If this golden rule is borne in mind there is no possible chance of a stranger falling among undesirable characters. Of course, after one has become somewhat familiar with English manners, a little elasticity may be practiced, and postmen, telegraph messengers, and other persons in uniform may be approached for the same purpose, and will invariably vouchsafe the details required; but the policeman is the one authority whom the stranger should consult.

Dress.—London is becoming far less bound to conventionality every year, and the stranger is not so easily and readily detectable from his attire as formerly. Still, there are certain rules which it is as well to bear in mind. In the City, in business, dark, quiet, formal attire is generally practiced, with subdued lighter tones for summer wear. Between May and September the straw hat of orthodox shape is greatly favored. In paying calls, a black suit and silk hat, especially in the West End, is considered *de rigeur* in the morning. At the West End restaurants evening dress is popularly favored, and at the first-class restaurants any other attire is considered *outré*.

Tips.—These are much more the rule, in common with European cities generally, than at home. It is a subject upon which it is difficult to lay down any hard and fast rule, for in the dispensation of such the visitor must be guided a good deal by common sense. In hotels it is a very good point to calculate tips at ten per cent. of the bill, and to distribute such among the waiter, chambermaid and hall porter, the first named being given about the same as that distributed between the other two. In middle-class restaurants the gratuity runs to about a penny in the shilling, with a minimum of twopence. Many establishments, such as the Lyons and Aerated Bread, light refreshment restaurants, are rigidly opposed to the practice. Similarly, the same rule applies to the "Popular" restaurant in Piccadilly, while the abolition of the "tip" has contributed very materially to the success and popularity of the new, spacious Strand Palace Hotel in the Strand. In the West End restaurants the waiter will expect from twopence in the shilling upward, the rate rising proportionately with the cost of the meal and the fashionable status of the establishment. On the railways it is the practice to reward the porter with from twopence to sixpence for attending and carrying light luggage, and from sixpence to one shilling when he has to handle heavy and bulky baggage. Cabmen also look for an extra twopence or so, according to the distance traveled, over and above the legal fare.

The visitor should refrain from carrying much money about the street on his person, and also be saddled as little as possible with valuables in the form of personal jewelry. Money and valuables also should not be left in rooms of boarding houses and hotels, but should be handed over to the care of the manager. In the event of the loss of any property in cabs, omnibuses, etc., intimation of the same should be given to the Lost Property Office, New Scotland Yard, near Charing Cross, on the Thames Embankment. Notification of discovery will be duly communicated to the owner, and the article will be restored to the owner upon payment of 15 per cent. of its value, which is handed to the finder. If the article be not claimed within three months of its discovery,

the police will surrender the article to the person who found it. Although a tremendous amount of property is lost in London in the course of a year, more than half is restored to the rightful owners.

London Season—The best period of the year in which to see London in all its glory is from May to about the end of July. This is the period of the London season, when all society and royalty are in town. Moreover, Parliament is sitting, the Royal Academy and other picture exhibitions are open, while in the spring the trees have just broken into leaf, and the numerous parks and open spaces are a blaze of colored flowers. About the middle of August there is a general exodus of society to the seaside, foreign resorts, and to Scotland for the shooting season. Then commences the great invasion from the Continent and America, and during August and September the metropolis is invariably uncomfortably crowded. The suburbs and provinces also swarm into the City, for the great sales at the big shops are in progress, attracting purchasers by the sacrificial bargains offered. During July, August and September the hotels are almost filled up, and the boarding houses fully accommodated, so that it may be a little difficult to secure rooms; but consultation of our hotel list will appreciably assist the visitor who unfortunately reaches London at the height of its season. The foreign visitor will, as a rule, however, miss what may be described as one prerogative of the English metropolis. This is a fog, or, as it is colloquially described, a "London particular"; when, owing to the overhanging pall of smoke, the City is plunged into Cimmerian darkness, and the streets are as brilliantly illumined by artificial light at noon as in the evening, or the whole area is blotted out of sight by a dark, penetrating, smoking mist, rendering it impossible for one to see a foot in front of oneself, and movement is rendered extremely dangerous. Then all traffic is tied up, and one has literally to feel one's way along the streets. Such a visitation, though extremely improbable during the summer, is occasionally encountered, and supplies the visitor with an experience that cannot be paralleled in any other part of the world, or one that he will readily forget.

Some magnificent points of vantage are offered whereby the visitor may secure a comprehensive and strikingly forceful idea of the ocean of houses comprising the English metropolis, but a clear day is indispensable. Within easy access of Charing Cross there is the Tower of the Roman Catholic Cathedral at Westminster, near Victoria Station. In the City there is the ball surmounting the dome of St. Paul's Cathedral, and the top of the Monument, a Doric column 202 feet in height, to gain the caged outlook of which involves a climb up a continuous stone staircase of 311 steps. From these very extensive views may be gained. The upper deck of the Tower Bridge is also a magnificent coign of vantage, but the outlook is rendered difficult by the metal cage which has been erected to protect would-be suicides and foolhardy seekers for fame from diving from its height into the river below. But still it gives a broad bird's-eye view of the Pool of London and the silvery streak winding east and west. The visitor to the Crystal Palace should not omit to journey by elevator to the top of the north tower. The Palace is set on a hill, and the view from the tower top is sublime, the whole of London being unrolled at one's feet, and the view extending over eight counties. An impressive spectacle can be gained from Primrose Hill, in the north, especially in a lurid sunset, which sight has formed the theme of many a canvas. From Parliament Hill, a little more to the north, another extensive panorama is revealed, only surpassed by that secured from the famous Flagstaff on Hampstead Heath, where the ocean of houses on one side—among which the dome of St. Paul's Cathedral, the towers of Westminster Abbey, Houses of Parliament, the Monument, Tower Bridge, and other landmarks, may easily be discerned—is relieved on the other side by a rolling expanse of verdant country. The visitor should also not forget to take the famous peep of the Thames through the trees from Richmond Hill, or maybe the climb to the top of the round tower of Windsor Castle, to behold a sight of exquisite rural beauty down the valley of the Thames until it is lost in the intricate mass of houses; while the view from the churchyard terrace, at Harrow-on-the-Hill, near the flat tomb which was so frequented by Byron, will amply repay the journey.

TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST IN LONDON*

Place	Situation	Means of Access	Points of Interest.	Open Week Days	Open Sundays	Admission
Royal Academy of Arts.....	Burlington House Piccadilly, W..	Bus, Piccadilly Tube to Dover St.....	Annual Exhibition and works of living artists... Gibson and Diploma Galleries.....	May to August 8 to 7.....	.....	1s.
				11 to 4.....	.....	Free.
			Print Collection in Library...	2 p.m. to 6 p.m	.....	Free.
Alexandra Palace.....	Muswell Hill, N.....	Great Northern (King's Cross) and Great Eastern (Liverpool St.) Railways..	Frequent concerts and loan exhibitions, magnificent views from grounds.....	10 a. m. to dusk	1 to 6 p. m...	Free.
All Hallows Barking Church.....	Great Tower St., E. C....	Underground to Mark Lane.	Collection monumental brasses—William Penn baptized. John Quincy Adams married, here.....	Open daily except during services	.. ..	Free.
Banqueting Hall.....	Whitehall, S. W.....	Bus, Underground to Westminster.....	Last remnant of ancient Royal Palace of Whitehall—British and Naval relics museum.—Rubens ceiling.—Charles I beheaded in front of building.....	11 a. m. to 4 p. m.....	.....	6d.
Bethnal Green Museum.....	Cambridge Rd. Bethnal Green, E.....	Bus and Train.....	Loan collections and various exhibits—Cruikshank sketches and decorative work.....	10 a. m. to 10 p. m. Mon.; Thurs., Sat., 10 to 4, 5, or 6 other days.	2 p. m. to dusk	Free. Weds., 6d.
Botanic Gardens.....	Regents Park, N. W.....	Bakerloo to Regent's Park Underground to Portland Rd.....	Flower shows—museum—plant collections — musical promenades on alternate Wednesdays, June to Aug.....	9 a. m. to sunset.....	From 10.30 a. m.....	Mons. and Sats. 1/-., Bank Holidays 6d. other days by order from Fellow of Society.
Buckingham Palace.....	St. James's Park, S. W..	Bus, Underground to Victoria.....	Sovereign's London residence.....	May be viewed when sovereign is not in residence upon written application to Lord Chamberlain.		

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TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST IN LONDON—*Continued*

Place	Situation	Means of Access	Points of Interest	Open Week Days	Open Sundays	Admission
British Museum	Great Russell St., W. C.	Bus, Hampstead and Central London Tubes to Brit. Museum	One of largest, most varied, and valuable national collections in the world	10 a.m. to 6 p.m. (after 4 Nov. to Feb. and after 5 Mar., Sept. and Oct. only some galleries open.) Reading room shown on application, but only available to ticket holders; tickets on application to Chief Librarian	2 to 4, 5, 5.30, or 6 p. m. according to time of year	Free.
Bunhill Fields Cemetery	City Rd., E. C.	Underground to Moorgate, bus	Tombs of Bunyan, Defoe, William Blake, etc.	Daily till dusk.	Till dusk	Free.
Carlyle Museum	24 (formerly 5) Cheyne Row Chelsea	Underground to Sloane Sq. and bus	Carlyle's Home from 1834 till his death in 1881	10 a. m. till sunset		1s. Sats. 6d. Parties of ten 6d. each.
Central Criminal Court	Newgate St., E. C.	Bus, underground to Blackfriars	Site of old Newgate Prison.	Daily		Free, tickets to important trials.
Charterhouse	Charterhouse Sq.	Underground to Farringdon St.	Founded as monastery by Carthusian monks in 1371 of which Great or Guest Hall remains. Associations with Roger Williams, Founder of Rhode Island. Now a school.	Mon. Wed. Fri. 3 to 5 p. m. on Sats. by special permit of Head Master. Services in chapel 9.30 and 6 p. m. on application.	Service at 11 in Chapel	6d. Reduction for party.
Chelsea Hospital	Chelsea Embankment, S. W.	Underground to Sloane Sq., bus and tram	Home for old and invalid soldiers founded by Charles II, designed by Christopher Wren, carving by Grinling Gibbons	10 to 12.45 1.45 to 7	11 a. m. and 6.30 p. m.	Gratuity to guide.

TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST IN LONDON *Continued*

Place	Situation	Means of Access	Points of Interest	Open Week Days	Open Sundays	Admission
Chelsea Old Church	Cheyne Walk, Chelsea	Underground to Sloane Sq., bus and tram	Chained books, "Vinegar Bible," monuments and carving	Keys when closed from the church keeper 35 Danvers St, S. W. (near by.)		
Christ Church	Westminster Bridge Rd., S. W.	Bus and Bakerloo tube to Westminster Bridge Road.	Tower and spire raised by American subscribers to memory of President Lincoln.			
Crystal Palace	Sydenham, S. E.	South Eastern & Brighton Railway	Building used for Great Exhibition of 1851. Organ concerts, exhibitions, popular pleasure resort, theatres, skating rink. Fine views from extensive gardens	10 to 7.30 or 10 according to season		1s. children under 12- 6d.
Dorchester House	Park Lane, Hyde Park, W.	Piccadilly tube to Hyde Park Corner	Residence of U. S. Ambassador	Admission to picture gallery in spring and summer by introduction.		
Dulwich College Picture Gallery	Gallery Rd., Dulwich, S. E.	South Coast and South Eastern Railways	Fine Collection especially rich in Dutch, Flemish, Spanish and French works	10 to 4, 5, or 6 p. m. according to season	2 to 5 or 6 p. m.	Free.
Earl of Northbrook's Collection	42 Postman Square, W.	Central London tube to Marble Arch	Originated in famous Baring Gallery. Fine examples of Italian 15th Century Art.	Admission by permit of Lord Northbrook upon written application.		
Eltham Palace (ruins of)	Eltham, S. E.	South Eastern Railway	Royal Residence 13th to 16th Century, Banqueting Hall and part of moat remain. also buttery	Apply for key at lodge		Gratuity to guide.
Prince Henry's Room	17 Fleet St., E. C.	Bus	Fine example of 17th Century timber constructed city house. Prince Henry's room contains fine paneling and plaster ceiling built 1610–11	10 to 5 April to Sept. 10 to 4 rest of year		Free.
Foundling Hospital	Guildford St., W. C.	Piccadilly tube to Russell Sq.	Reception of foundlings. Paintings by Hogarth, Reynolds, Gai..sborough, Raphael's cartoon "Massacre of Innocents"	Mondays 10 to 3	Services 11 a. m. and 3.30	Silver donation expected.

TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST IN LONDON—*Continued*

Place	Situation	Means of Access	Points of Interest	Open Week Days	Open Sundays	Admission
Fulham Parish Church	Near Putney Bridge	Underground and bus	Gothic Tower dates from 1440. 12th Century font, stained glass and monuments. Tomb of Theodore Hook in Churchyard	Daily	During services	Free.
Fulham Palace	Fulham, S. W.	Underground to Parson's Green	Residence Bishop of London. Gothic Tower, quadrangle, Great Hall, Library and moat.			
Greenwich Hospital	Greenwich	South Eastern Railway, L. C. C. Trains	Royal Naval Training College. Painted Hall, contains 200 naval pictures, and Nelson relics, mural decorations. Museum relics of Franklin Polar Expedition, Nelson, model of Battle of Trafalgar, models of ships and projectiles. Also chapel	10 a. m. to 4, 5 or 6 p. m. according to season do except Friday. Chapel closed 3 p. m. Sats.	2 p. m. to 4, 5 or 6 (closed)	Free.
Greenwich Observatory	Greenwich Park	South Eastern Railway, L. C. C. Trams	Meridian from which longitude is reckoned. Time ball descends 1 p. m., standard clock in wall	Admission free upon application to Astronomer Royal but applicant must produce bona fides of being interested in astronomy.		
Grosvenor House	33 Grosvenor St., Park Lane, W.	Bus, Piccadilly tube to Dover St	Duke of Westminster's town house, splendid picture gallery	Admission to picture gallery in summer upon written application to Duke's Secretary.		
Guildhall	King Street, Cheapside, E. C.	Bus, underground	Council Hall, City of London Corporation. The Great Hall, Frescoes, Library containing 140,000 vols. Shakespeare's autograph	10 to 4 or 5, according to season	Art gallery only during loan exhibitions 3 to 5	Free.
Guildhall			Collection of ancient watches. Museum with autographs of Cromwell, Wellington and Nelson Art gallery	10 to 8 p. m. Sat. 6. p. m. 10 to 4 or 5. 10 to 4 or 5.		Free.

TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST IN LONDON—*Continued*

Place	Situation	Means of Access	Points of Interest	Open Week Days	Open Sundays	Admission
Hampton Court Palace.....	On Thames 15 miles S. W. from Charing Cross.....	Underground and trams, steamers in summer; London and South Western Railway.....	Cardinal Wolsey's Palace. Famous Astronomical Clock, State Rooms, Celebrated pictures, tapestries, Gardens with the Great Vine planted 1768, Maze, Canal, Home Park, and Chestnut Ave. Bushy Park and river views.....	10 to 6 except Fridays, Apr. to Sept. inclusive 10 to 4 winter months	Gardens after 12 State Apartments 2 to 4 winter 2 to 6 summer	Free.
Horniman Museum.....	London Road Forest Hill, S. E.....	South Eastern Railway to Lordship Lane.....	Excellent ethnographical and natural history collection, library and gardens.....	11 to 6 Oct. to Mar. 11 to 8 Apr. to Sept.	3 to 9.....	Free.
Houses of Parliament.....	Bank of Thames, Westminster S. W.	Bus, underground to Westminster.....	Free admission from Old Palace Yard to view House of Peers, House of Commons, King's Robing Room, other apartments and paintings on Saturdays, Easter Monday and Tuesday, Whit Monday and Tuesday, 10 to 4.			
Imperial Institute.....	Exhibition Rd. S. Kensington S. W.....	Underground and Piccadilly tube to S. Kensington...	National Memorial Queen Victoria's Jubilee. Reference Library, Reading Room Exhibition of Colonial Products, Research and Information Department...	10 to 5 summer, 10 to 4 winter.....	.....	Free.
Kendal Green Cemetery...	Harrow Road	[illegible] and [illegible] Railways....	Monuments and Tombs of Sydney Smith, Thackeray, Kemble, Tom Hood, George Cruikshank, Leigh Hunt, John Leech, etc.....	All day.....	All day.....	Free.
Kensi[illegible]	Adjoining Hyde Park, [illegible] W.....	Bus, underground to High St., Kensington.....	Queen Victoria's birth place Statues, Gardens, royal apartments, paintings, portraits, orangery....	10 to 4 or 6, except Wed...	2 to 4.....	Free.
[illegible]	Kew.	Underground and tram North London Railway....	Botanic Gardens, Avenues, Lawns, Hothouses, etc....	10 to dusk summer, 12 to dusk winter, hothouses after 1 p. m....	1 p. m. to sunset.....	Free.
Lady Brassey's Museum.....	24 Park Lane..	Bus or Piccadilly tube to Dover Street.....	Collections made during voyages of the "Sunbeam."...	Admission on application to Lord Brassey.		

TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST IN LONDON—*Continued*

Place	Situation	Means of Access	Points of Interest	Open Week Days	Open Sundays	Admission
Lambeth Palace	Albert Embankment near S. side of Westminster Bridge	L. C. C. tram from Charing Cross	London residence Archbishop of Canterbury, Great Gateway, Lollard's Tower, Chapel, Great Hall, Guard Room. Valuable Library of MSS and books	By special permission of Archbishop; apply Archbishop's Chaplain. 10 to 4 or 5 not Sats. Tues. 1 p. m. closed Sept. 1 to Oct. 15		
Leighton House	12 Holland Park Road, Kensington	Underground to High St., Kensington or Earl's Court or Addison Road	Residence of Late Lord Leighton, Famous Arab Hall and the "Twilight Passage," lined with priceless tiles from the East, paintings and over 1,000 sketches and studies by Lord Leighton	11 to dusk		Free Sats.; 1s. 0d. Tues., Thurs. and Fri. Ground floor only Mon. and Wed., 6d.
Law Courts	Strand	Bus	Central Hall and Courts open free during vacation, during trials, public accommodated in Galleries.			
Madame Tussaud's	Marylebone Rd.	Underground to Baker St.	Collection of life like effigies and tableaux in wax. Relics and casts of celebrities in "Reign of Terror" in Paris, the original guillotine, and Napoleon mementoes	Daily		1s. 0d.
Mansion House	Opposite Bank of England	Bus or underground to Mansion House	Residence of Lord Mayor of London	State and Reception Rooms can be viewed by Special permission.		
Marlborough House	Pall Mall	Bus	London residence of Prince of Wales	Free admission to chapel built for Queen Henrietta Maria at 8.30, 9.30, 10.00, 12.00, and 5.30, except during Parliamentary session or Court residence in London.		
Royal Mint	Tower Hill	Underground to Mark Lane	Coins for United Kingdom and most of Colonies struck here	Admission to parties of not more than six upon written application to the Deputy Master.		

TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST IN LONDON (*Continued*)

Place	Situation	Means of Access	Points of Interest	Open Week Days	Open Sundays	Admission
Monument, The	Fish St. Hill..	Underground to Monument..	A fluted Doric column 202 ft. high commemorating Great Fire of London (1666), which broke out near by. Spiral staircase ascent to top. 311 steps. Magnificent views.....	9 to 6 Apr. to Sept. 9 to 4 Oct. to Mar..	.....	3d.
Geological Museum.....	Jermyn Street, Piccadilly....	Bus or Underground.....	Fine collection of British fossils, geological models, etc	Sat. and Mon. 10 to 10, other days 10 to 5.	2 to 6 or dusk.	
National Gallery, National Portrait Gallery.....	Trafalgar Sq...	Bus.....	The most important collection of paintings in Europe.....	10 to 4, 5 or 6 Mon., Tue., Wed., Sats.	2 to 4, 5 or 6..	Free. Thurs and Fri. 6d.
National History Museum	Cromwell Rd., S. Kensington.....	Underground to S. Kensington.....	The National History collections of British Museum..	10 to 4, 4.30, 5, 5.30 or 6 p.m. according to season. Sats. and Mons. till 8 from May 1st to July 15; till 7 from July 16 till Aug. 31	2 or 2.30 till dusk.....	Free.
Olympia.....	Hammersmith Rd., Hammersmith...	Underground to Addison Rd..	International Horse Show in June. Frequent exhibitions.....	(See daily papers.)		From 1s.
Patent Office Library.....	25 Southampton Build'g. Chancery Lane.....	Bus.....	Files of Patents, etc.....	10 to 10.....	.....	Free.
Record Office..	Chancery Lane	Bus.....	Repository of National legal records and state papers. Museum containing Domesday Book.	10 to 4.30, Sats. 9 to 2 2 to 4, Sats. excepted.	.....	Free.
Roman Bath..	Strand Lane, Strand, W.C.	Bus. Underground. Temple Station. Pic. tube....	One of few relics of Roman occupation, 13 ft. x 3 ft. by 5 ft. Running spring.	Sats. 11 to 12	.....	Free.

TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST IN LONDON—*Continued*

Place	Situation	Means of Access	Points of Interest	Open Week Days	Open Sundays	Admission
Royal Architectural Museum	18 Tufton St. Dean's Yard Westminster	Bus. Underground Westminster	Architectual interest	10 to 4		
Royal Arsenal	Plumstead Rd. Woolwich	South Eastern Ry., L. C. C. Trains	Gun and ordnance factory for British Army, etc.	Tues. & Thurs. 10.30–11.30, 2 to 4, by ticket from War Office. Americans must apply through their Embassy		Free.
Royal College of Music	Prince Consort Rd., S. Kensington	Underground and Pic. tubes to S. Kensington	Valuable Library, Museum of Musical Instruments and Musical MSS.	10 to 5 except Sats		Free.
Royal College of Surgeons	39-43 Lincoln's Inn Fields, W. C.	Bus and tube	Museum of John Hunter, collection of interest to medical and surgical professions. Students, practitioners and nurses only admitted	By member's order of introduction Mons. to Thurs 10 to 4 or 5, Sats. to 1. Fridays and Sats. ladies only.		Free.
Royal Exchange	Opposite Bank of England.	Bus. Underground to Mansion House, or Cannon St., Central London tube to Bank	Frescoes of scenes in British history of commerce	Daily		Free.
St. Andrew's Church	Holborn Viaduct, W. C.	Bus, Central London Tube, Underground, Blackfriars and Farringdon St.	Built 1676 Registers record baptism of Richard Savage and Benjamin Disraelli and burial of ill-starred Chatterton	Daily		Free.
St. Andrew's Undershaft, i.e. under the Maypole	Leadenhall St.	Bus, Underground to Monument	Erected 1520. Contains tombs of Storo, the antiquary, and Sir Hugh Hemmersley	Noon to 2 p.m.		Free.

TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST IN LONDON *Continued*

Place	Situation	Means of Access	Points of Interest	Open Week Days	Open Sundays	Admission
St. Bartholomew the Grt. Church.....	W. Springfield	Bus, Underground to Aldersgate St. or Farringdon Rd.	Oldest parochial Church in London. Choir and transepts built 1123.....	9.30 to 5....	At services, 8, 11.45, 4 and 7.....	Free.
St. Clement Dane's Church	Strand.....	Bus, Underground to Temple	Built by Wren 1681. Frequented by Dr. Johnson..	Daily.....	At Services....	Free.
St. George the Martyr.....	Southwark, S. E.....	Bakerloo and City and S. London tube to London Bridge.....	Tower of previous church shown in Hogarth's "Southwark Fair." Many years burial place of Marshalsea prisoners, which adjoined.....	Daily.....	At Services....	Free.
St. Giles Cripplegate..	Fore St. Aldersgate St.....	Underground to Aldersgate tube to Moorgate St.....	Tombs of Foxe, Frobisher, Milton and Speed. Register entries of Cromwell's marriage and deaths of Milton and Defoe. Bastion of old London Wall in churchyard.....	10 to 4, Sats. 10 to 1.....	At Services..	Free.
St. Helen's Church.....	Devonshire Sq., Bishopsgate St. Within..	Underground to Monument	Ancient tombs, hagioscope, etc. Shakespeare's name in parish books, 1598.....	11.30 to 4 except Sats...	At Services...	Free.
St. James's Ch.	Piccadilly.....	Bus or Pic. tube to Pic. Circus	Interior said to be one of Wren's best works. Altar carving by Grinling Gibbons.....	Daily.....	At Services...	Free.
St. James's Palace.....	Pall Mall.....	Bus or Pic. tube to Pic. Circus	Chapel, clock tower and gateway of ancient palace built by Henry VIII. Guard changed, picturesque sight, 10.45 a. m. when court not at Buckingham Palace....	.....	To Chapel Royal services at 10 a.m.. At noon and 5.30.....	Free. By Lord Chamberlain's ticket.
St. John's Gate	St. John's Lane, Clerkenwell.	L. C. C. tram from Embankment going north.....	Originally southern entrance to Priory of St. John of Jerusalem. Edward Cave established printing press over gate 1731, and was assisted by Dr. Johnson.....	By application to Secretary of revived Order of St. John of Jerusalem at Gate.....	.....	Free.

TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST IN LONDON—*Continued*

Place	Situation	Means of Access	Points of Interest	Open Week Days	Open Sundays	Admission
St. Marylebone	High St., Marylebone.....	Bakerloo tube and Underground to Baker St.....	Lord Byron baptized, Sheridan married, Charles Wesley's burial place.....	Daily.....	At Services....	Free.
St. Paul's Cathedral.....	Ludgate Hill..	Bus, Underground to Mansion House.....	Crypt, dome, whispering gallery. Tombs of heroes, library, etc. Golden ball at top for view of London...	9 to 5, services 8, 10, 1.15, 4 and 7.....	8, 10.30, 3.15, and 7.....	(Week days) Library, clock, whispering gallery, stone gallery, crypt and vaults, 6d. each. Golden gallery 1/. Ball 1/.
St. Sepulchre's Church.....	Newgate St., Ludgate Hill	Bus, Central London tube to Post Office.....	Officially connected with Old Newgate Prison by custom of tolling at executions of criminals. Tomb of redoubtable John Smith, sometime Governor of Virginia.....	Daily.....	At Services....	Free.
St. Stephen's Church.....	Wallbrook nr. Bank of England.....	Bus or Underground to Cannon St.....	Contains West's masterpiece "The Stoning of St. Stephen".....	1 to 3 p. m. Sats. excepted.....	At Services...	Free.
Savoy Chapel..	Savoy Street, Strand.....	Bus or L. C. C. Train.....	"Fleet marriages" were solemnized here.....	Daily.....	At Services....	Free.
Science Museum	Exhibition Rd. S. Kensington	Underground, Pic. Tube to S. Kensington.....	Machinery, tools, implements, scientific appliances, nautical and educational models, Stephenson's Rocket, etc. Museum of Economic Fish Culture....	Mons., Tues., and Sats. 10 to 10, Weds., Thurs. and Fri. 10 to 4, 5, 6, or 7 p. m. according to time of year.....	2 to 4, 5, 6, or 7	Free.

TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST

TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST IN LONDON, ETC.

Place	Situation	Means of Access	Points of Interest	Open Week Days	Open Sundays	Admission
Sloane Museum	13 Lincoln's Inn Fields, Kingsway...	Bus or Pic. Tube, Covent Garden.....	Interesting House, Pictures, Sculptures, Antiquities, etc.....	Tues., Wed., Thurs. and Fri., Mar. to Aug., 10.30 to 5 other days on application to Curator.....	.....	Free.
Southwark Cathedral...	South End London Br.	Bakerloo Tube to London Bridge.....	Fine Norman doorway, Roman tessare in pavement, altar screen, windows and monuments. Harvard memorial.....	Daily.....	At Services, 8, 10.30, 11.00, 6.30.....	Free.
Stafford House	St. James's Park.....	Bus.....	Duke of Sutherland's London residence, one of the finest in country. Admission to see paintings on certain fixed days in summer, on written application to the Duke's Secretary.			
St. Dunstan's Church, Stepney.....	High St., Stepney.....	Underground & Great Eastern Railway or Bus.....	"Fish and Ring" monument, Carthage Stowe (1663) and other interesting monuments.....	Daily.....	At Services....	Free.
Tate Gallery...	Vauxhall Br., Westminster	Bus and L. C. C. Tram.....	Magnificent collection of paintings by modern artists. Vernon, Watts collec- Chantrey Trust purchases and Turner paintings.....	Mon., Thurs., Fri., Sats., 10 to 4, 5 or 6. Tues. and Wed. (Student Days), 11 to 4 and 6	2 to 4, 5 or 6.	Free. 6d.
Temple, The...	Fleet St.....	Bus, Underground to Temple.....	Round Church, built 1185. Oliver Goldsmith's tomb in churchyard.....	Daily.....	At Services, 11 and 3.....	Free.
Tower Hill....	Adjacent to Tower of London....	Underground to Mark Lane.	Place of execution of Sir Thomas More, Somerset, Archbishop Laud, Earl of Strafford, Duke of Monmouth. Site of scaffold marked by a plate and enclosed in Trinity Square Gardens. William Penn born here.			

TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST IN LONDON—*Continued*

Place	Situation	Means of Access	Points of Interest	Open Week Days	Open Sundays	Admission
Tower of London	By Tower Br.	Underground to Mark Lane.	White Tower, Guy Fawkes Dungeon, Armory, Traitor's Gate, Bloody, Beauchamp, Bowyer and Wakefield Towers, site of scaffold, Church, graves of Anne Boleyn, Catherine Howard, Lady Jane Grey, Thomas Cromwell, Protector Somerset, the British Regalia and Crown Jewels, Beefeaters or Yeomen of the Guard	10 to 4, 5 or 6 Mons., Sats., and public holidays, 10 to 4 other days	.....	Free to all parts Mons. and Sats. 6d each to Armory and Crown Jewels other days.
Trinity House	Trinity Square near Tower of London.	Underground to Mark Lane.	Collection of naval curios and matters pertaining to lighthouses, lightships and coast protection, for which the Brethren of Trinity House are responsible	Admission on written application to Secretary.		
Victoria and Albert Museum	Cromwell and Exhibition Rd., S. Kensington	Underground and Pic. Tube to S. Kensington	Museum of applied art. Picture gallery. One of finest sculpture, architecture, pottery, jewelry, art collections in the world	Mon., Tues. & Sats. 10 to 10. Wed., Thurs. and Fri. 10 to 4, 5, 6 or 7	2 to 4, 5, 6 or 7	Free except Wed., Thur. and Fri., when 6d to main building.
Wesley's House Museum	47 City Road, Finsbury	Bus, Underground to Moorgate	Relates to great evangelist	Weds. 10 to 4	.....	3d.
Westminster Abbey	Westminster	Bus and Underground to Westminster	National Pantheon, Poets' Corner, Coronation Chair and Stone of Scone, Chapter House, Memorials and Tombs	9 till 6 p. m. summer, 4 p. m. winter except during Services.	Open for public worship only at 8, 10.30; closed immediately after	Free.
			Chapel of the Pyx, Wax Effigies	.....	.....	6d. Mons. & Tues. 3d.
			Henry VII. and Edward the Confessor Chapels, Royal Tombs	.....	.....	6d. Mons. and Tues. free.

TIMES AND PRICES OF ADMISSION TO PRINCIPAL PLACES OF INTEREST IN LONDON—*Continued*

Place	Situation	Means of Access	Points of Interest	Open Week Days	Open Sundays	Admission
Westminster (Roman Catholic) Cathedral	Ambrosden Ave., Victoria St.	P Underground to Victoria	A magnificent edifice. Tower from which view of London is obtained. Crypt	Daily 12.20 to sunset		Free. 6d. 6d.
Zoölogical Gardens	Regent's Park	Bakerloo Tube and Underground to Portland Road.	The gardens and extensive animal collection of the Royal Zoölogical Society	9 till sunset	9 till sunset	Mon. 6d, other days 1/. On Sundays by member's ticket.

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POSTAL FACILITIES.

The General Post Office is at St. Martin's le Grand, at the corner of Cheapside and Aldersgate Street. For convenience of delivery and collection the London area is subdivided into nine districts, each with its head sub-office. These districts are, respectively, E.C., E., N., N.E., N.W., S.E., S.W., W. and W.C., corresponding to the respective points of the compass. The chief delivery is at 8 A.M., and there are from four to twelve deliveries during the day, according to the locality, the greatest number being in the City, where the deliveries are about every hour. Letters posted by 6 P.M. in the London area are delivered by first post at the majority of places throughout the United Kingdom. Post offices where stamps may be purchased are freely distributed all over London, but there are several shops and other establishments where stamps may be purchased, such being indicated by the notice, "Licensed to sell stamps." Letters may be posted at the post offices in the boxes provided, and in pillar boxes set up on the curbs throughout the streets. They are easily distinguishable, being painted a brilliant red. As a rule, they are divided into two sections, one designated "London and foreign" and the other "Country letters." Posting in the proper box insures more punctual delivery. Posting boxes are also provided at the railway termini, and some of the trunk trains are fitted with a post office box, in which letters may be posted up to the time of starting. This especially applies to the foreign mail trains. Wednesdays and Saturdays are the principal outgoing American mail days. For the Wednesday mail, letters may be posted up to 5.30 P. M. at the General Post Office, and to 7 P.M. by payment of a late fee of one penny, or up to 7.30 P.M., by payment of 3d. extra, on the day of sailing. The Saturday outgoing mail can be posted on Friday night or up to 2.30 P.M. on Saturday. The Friday night mail catches the American liner leaving Southampton at 10 A.M. Saturday morning. The later mail is dispatched by Cunard liner, and catches the vessel at Queenstown. But little advantage is gained by mailing on Friday night, however, as the next day's express Cunarders reach New York invariably on the following Friday, before the American

mail boats sailing from Southampton. Parcels may be sent by parcels post to the U. S. A., but the rates are dearer than sending by book post.

The incoming American mail is delivered by the next delivery following its arrival in London. Should any boats be sailing on days other than Wednesday or Saturday, such as the German liners, which call at a British port, mail to be sent thereby should be plainly inscribed "Per SS. ———," otherwise it may be held over until the next outgoing English mail boat. Sailing of intermediate mail boats can be easily ascertained in the newspapers, at hotels, tourist ticket and steamship offices. There is no general delivery of letters in London on Sunday.

Poste Restante.—Tourists can have their mail sent to the general or any branch post office, marked "To be called for," or "Poste restante." Proof of identity must be given at the post office when calling for mail, if such is requested. Foreign letters are retained two months, and then, if unclaimed, are sent to the Returned Letter Office, to be destroyed or returned to the senders.

English mail is divided into three broad classes: letter, book, and parcels post. Letter rate for any part of British Isles, one penny first 4 ozs. and one-half penny for each subsequent 2 ozs. or part thereof; book post, for books, papers (except British newspapers and periodicals published at intervals of not exceeding one week), one-half penny per 2 ozs.; newspapers and weekly periodicals, one-half penny, irrespective of weight; parcels post, 1 lb., 3d.; 2 lbs., 4d.; 3 lbs., 5d.; 5 lbs., 6d.; 7 lbs., 7d.; 8 lbs., 8d.; 9 lbs., 9d.; 10 lbs., 10d.; 11 lbs., 11d.; post-cards, one-half penny; letter rate to all British possessions and the United States, one penny per ounce; newspapers, one-half penny per 2 ozs.; magazine post to Canada, one penny per pound.

Express Letters.—Letters and parcels up to 20 lbs., or 15 lbs. if public conveyance be available, may be sent to any part of the metropolis and its suburbs at a charge of 3d. per mile or part thereof, by express messenger. Over 300 dispatch offices in London.

Telegraphs.—Nearly every post office has telegraphic facilities, though in some of the busiest parts special telegraph offices devoted to this branch of the postal work are provided. Government control. Hours usually from 8 A.M. to 8 P.M.; Sundays, in some cases, from 8 to 10 A.M. The following offices, however, are always open week days and Sundays, day and night:

Central Office:—General Post Office, corner of Aldersgate St., E. C.
Liverpool Street Station:—Terminus Great Eastern Railway, E. C.
St. Pancras Station:—Terminus Midland Railway, N. W.
Victoria Station:—Terminus London, Brighton and South Coast Railway, S. W.
West Strand Post Office:—Charing Cross, W.C.
King's Cross:—Terminus Great Northern Railway, N. W. (except between 12.30 and 1.30 p.m. on Sundays)
London Bridge:—South Eastern Railway, S. E.
Waterloo Station:—London & South Western Railway, S. E.

The various railway stations accept telegrams for dispatch to all parts. Telegraph rates, 12 words for sixpence, half penny for every additional word, including address. All leading firms, hotels, etc., have telegraphic addresses to reduce outlay on address for telegram, such as "Scam," London, and such abbreviations should be resorted to when they are adopted. There are many American cable offices within easy reach of Charing Cross and in the City.

Telephones.—Telephonic communication is provided by the government and the National Telephone Company. Call offices are freely distributed throughout the metropolis, and are plainly indicated, as well as at the post offices. The rate in the metropolis and large towns and cities is two pence per call, within the local area, for three minutes' conversation; in some towns it is one penny for the same period. Trunk calls can be made to almost any part of the country, the terms being sixpence for fifty miles of distance for three minutes' conversation. Between 7 P.M. and 7 A.M. the trunk rates are one-half the above. A message of not more than thirty words can be dictated from a call office to any post office in the country and delivered by express messenger for an extra fee of 3d. Trunk communication is also provided between London and Paris, Brussels, and many other parts of the Continent. Rate, 8s. for a conversation of three minutes.

Another excellent convenience for the conveyance of messages, parcels, valuables, or for the performance of

some especial duty, is the district messenger service. Call-bells connected with the nearest exchange of this service are provided in every important hotel, boarding house and business establishment. A messenger, in blue and white uniform, will answer a call within a minute or two, and will perform the service required with expedition and economy, the cost depending upon the extent of the service required. Ordinary service charges, 8d. per hour, or 4d. per half mile; 6d. a mile, in addition to fares. These boys can be entrusted with a mission to any part of the world. This service is very convenient in connection with cable communication, as the messengers will convey the message to the nearest desired cable office quickly and cheaply.

SOME PLACES AND HOUSES REFERRED TO BY DICKENS.

Oliver Twist—Great Saffron Hill and Field Lane.

Oliver Twist and Bill Sykes—St. Andrew's Church, Holborn.

Oliver Twist—Bill Sykes' death—Jacob's Island, Jacob Street, Bermondsey.

Little Dorrit—Foundling Hospital.

Little Dorrit—Bleeding Heart Street, Charles Street, Hatton Garden.

Little Dorrit—Church of St. George, Southwark, Great Dover Street.

Old Curiosity Shop—14 Portsmouth Street (doubtful).

Old Curiosity Shop—10 Green Street, Leicester Square.

Nicholas Nickleby—Madame Mantalini—11 Wigmore Street, W.

Sketches by Boz (Mrs. Tibbs)—Hunter Street, W. C. (Gt. Coram Street).

Edwin Drood—Staple Inn, Holborn.

Honest John (Westlock and Rosebud)—Furnival's Inn.

Mr. Fledgeby (Pubsey & Co.) Our Mutual Friend—The Albany, Piccadilly.

Sairey Gamp—Kingsgate Street, Theobalds Road.

Turveydrop's Dancing Academy—26 Newman Street.

Samuel Pickwick—George & Vulture Inn (Thomas' Chop House)—George Yard, Lombard Street.

Sol. Gill's House—157 Leadenhall Street. The figure of the wooden midshipman is still in the possession of Messrs. Norie & Wilson, 156 Minories.

Alfred Jingle and Miss Wardle—White Hart, High Street, Borough.

Mr. Squeers—Saracen's Head, Snow Hill.

Bob Sawyer—Lant Street, Borough.

Old Curiosity Shop—"Sampson and Sally Brass," Bevis Marks.

Mr. Pickwick, Alfred Jingle, Copperfield, Steerforth, Mr. Peggotty—Golden Cross Hotel, Charing Cross.

Martha (Copperfield)—St. Martin's Church, corner St. Martin's Lane.

Mr. Brownlow (Oliver Twist)—39 Craven Street (Barnett's Hotel).

Charles Dickens (in James Lamert's firm)—Hungerford Stairs.

Tom-all-Alone's (Bleak House)—Chandos Street, Peabody's Buildings

David Copperfield, Mrs. Crupp, Miss Betsy Trotwood—37 Buckingham Street, Strand.

Pickwick—Adelphi Hotel, 72 John Street.

Mr. Wardle, Fat Boy Joe, also Mr. Snodgrass—Osborn's Hotel, Adelphi.

Copperfield, Martin Chuzzlewit, Junr., Mark Tapley—The Fox-under-the-Hill, Salisbury Street.

Miss La Creevy — Savoy Street, Strand, No. 111.

"Household Words" and "All the Year Round"—10 & 26 Wellington Street, Strand.

"The Finches of the Grove," Herbert Pocket, and Mrs. Pip—Tavistock Hotel, Covent Garden.

Covent Garden—Little Dorrit and Our Mutual Friend.

Artful Dodger (Oliver Twist)—Bow Street Police Court, Bow Street.

Copperfield—Covent Garden Theatre.

Mr. Snevellicci, Nicholas Nickleby—Broad Court, Bow Street.

Barnaby Rudge—"Another boy hanged," Gordon Riots—Bow Street.

Bleak House—Captain Hawdon ("Nemo"), Lady Dedlock, Poor Joe—Russell Court, Catherine Street.

Forster's Biography (David Copperfield)—13 Clare Court.

David Copperfield—Old Roman Bath, 5 Strand Lane.

"Magpie & Stump" (Old George IV.), Mr. Lowten (Pickwick), Joe Miller—Clare Market.

C. Dickens—58 Lincolns Inn Fields—Mr. Forster's House (Biographer).

Jarndyce v. Jarndyce, Miss Flite (Bleak House)—Lincolns Inn Hall.

Kenge & Carboy—Old Square, Lincolns Inn.

Serjeant Snubbin—Old Square, Lincolns Inn (Capt. Hawdon lived and died).

Krook's Rag and Bottle Warehouse, Miss Flite's lodging—3 Bishops Court, Chancery Lane.

"Nemo" (Captain Hawdon) (Bleak House), Poor Joe—Old Ship Tavern, Bishops Court.

Sol's Arms—65 Hampstead Rd. Transferred by Dickens to Chancery La.

Bleak House—Took's Court, Cursitor Street. (Cook's Court.)

Mr. Snagsby's residence—Law Stationers, 22 Took's Court. (Cook's Court.)

Bleak House—Mr. Vholes and Richard Carstone—22 Symond's Inn.

Bleak House—Gridley & Necket, Charlie Tom—Bell Yard, Fleet Street.

Ruth Pinch and John Westlock—Fountain Court, Middle Temple.

Tom Pinch, Mr. Fips, Martin Chuzzlewit, and Mr. Pecksniff—Pump Court, The Chambers.

Great Expectations—Mr. Pip & Herbert Pocket—Garden Crt., Mid. Temple.

Barnaby Rudge—Sir John Chester, Hugh S. Tappertit, Gabriel Varden—Paper Buildings, Kings Bench Walk.

Mr. Rokesmith and Mr. Boffin—Cliffords Inn, Fleet Street.

Barnaby Rudge—Hugh—St. Dunstan's Church, Fleet Street. (The Pump.)

Toby Veck (The Chimes)—St. Dunstan's Church, Fleet Street.

C. Dickens—Daily News, 67 Fleet Street. Supervision of Dickens in 1846.

Tale of Two Cities—Charles Darnay and Sydney Carton—"Ye Olde Cheshire Cheese," Fleet Street.

Fleet Prison (where now stands Congregational Memorial Hall)—Pickwick, Sam Weller, Dodson and Fogg—Bardell v. Pickwick.

Great Expectations—25 Wood Street, Cheapside, Cross Keys Inn (now the Castle)—Mr. Pip, Mr. Jaggers.

"Grip," the Raven (Barnaby Rudge) Mrs. John M. Cook, Mount Felix Walton-on-Thames, possesses the stuffed original.

Dombey & Son—Bow Bells, Cheapside.

Bardell v. Pickwick—The Guildhall, King Street, Cheapside.

Messrs. Dombey & Son, near Royal Exchange—(Dombey & Son, Tailors, 120 Cheapside, perpetuate).

Mr. & Mrs. Daniel Quilp and Mrs. Jiniwin—6 Tower Hill.

Little Dorrit—Southwark Bridge (the Iron Bridge).

Edwin Drood—Falcon Hotel, Falcon Square, Aldersgate Street.

Great Expectations—Newgate Prison—Pip and Mr. Wemmick.

Nicholas Nickleby—Saracen's Head, Snow Hill—Mr. Squeers.

Oliver Twist—Clerkenwell Police Court.

Little Dorrit—Bleeding Heart Yard—Messrs. Doyce & Clennam, Mr. and Mrs. Plornish.

South Kensington Museum—Letters and MSS. of Charles Dickens.

Pickwick—Spaniards Inn, Hampstead Heath.

Charles Dickens—15 Furnival's Inn (lived)—John Westlock, Tom Pinch.

Bleak House—Mr. Snagsby, Mr. Grewgious—10 Staple Inn, Holborn.

The mysterious inscription

P
J T
1747

Martin Chuzzlewit—Bull and Anchor Tavern, Sairey Gamp, Betsy Prig, Mr. Lewsome—(The Bull) 92 Holborn.

Poll Sweedlepipes, Mrs. Gamp—Kingsgate Street, Holborn.

Billichin, Mr. Grewgious, Miss Twinkleton, and Rosa—18 Southampton Street, Bloomsbury.

Barnaby Rudge—Lord Mansfield, Gordon Riots—29 Bloomsbury Square.

Bleak House—Richard Carstone, Kenge & Carboy—28 Devonshire Street, Bloomsbury.

Oliver Twist and Nicholas Nickleby were written at 48 Doughty Street, Mecklenburg Square.

Bleak House, Hard Times, Little Dorrit, and Tale of Two Cities, were written at Tavistock House, Tavistock Square.

Mrs. Dickens' (mother) establishment (school)—147 Gower Street.

Master Humphrey's Clock, Christmas Carols, and David Copperfield, were written at 1 Devonshire Terrace, Marylebone.

Mr. Dombey's House—Mansfield Street, Bryanstone Square.

Barnaby Rudge—Lord George Gordon—64 Welbeck Street.

Mr. Dorrit—Claridge's Hotel, Brook Street, Grosvenor Square.

Pickwick, Bleak House, Mr. Guppy—White Horse Cellars, Piccadilly.

Chapman & Hall (publishers of Dickens)—11 Henrietta St., Covent Garden.

Ralph Nickleby (offices)—6 Golden Square.

Kenwigs—48 Carnaby Street.

Newman Noggs—The Crown Inn, Beak Street, Regent Street.

Pickwick—Green Dragon Tavern, Leadenhall Market.

Sam and Tony Weller—Blue Boar, Leadenhall Market.

Pickwick—Dodson & Fogg, 4 Newmans Court (not Freeman's), Cornhill.

Our Mutual Friend—Pubsey & Co.—St. Mary Axe.

Old Curiosity Shop—house of Sampson Brass—10 St. Mary Axe.

Pickwick—Bull Inn Yard, 24 Aldgate.

Dombey & Son—Aldgate Pump, top of Leadenhall Street.

Martin Chuzzlewit—Mrs. Todger's Boarding House—Fish Street Hill.

Oliver Twist—Nancy; Mr. Brownlow, and Rose Maylie (meeting)—London Bridge.

Dickens (lived when a boy)—46 Lant Street, Borough.

David Copperfield—St. George's Obelisk, Borough Road.

Fanny Dorrit—Surrey Theatre, Blackfriars Road.

Uncommercial Traveller—Bethlehem Hospital (Bedlam) Lambeth Road.

Uncommercial Traveller—Christchurch (Newman Hall), Lambeth Road.

David Copperfield—Red Lion, 48 Parliament Street.

Mary Graham and Martin Chuzzlewit—St. James' Park.

(*From Allbut's London Rambles with Charles Dickens, and others.*)

PRACTICAL GUIDE TO PARIS

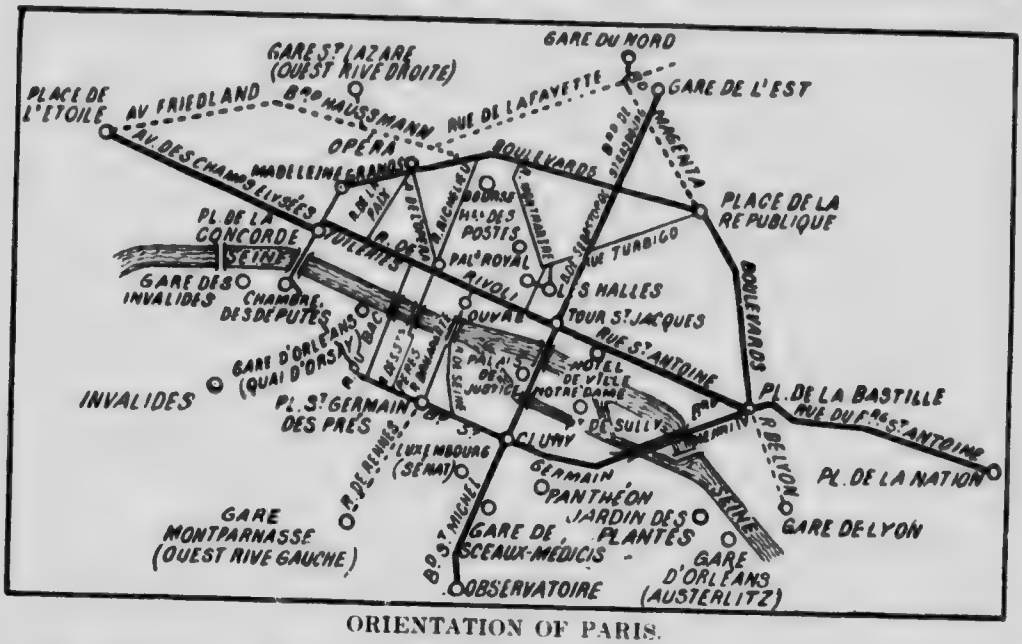
The following guide to Paris is not intended to take the place of such well-known guides as Baedeker, Joanne, etc., but in certain respects it will be even more helpful. For instance, the "heavy German" advice as to economizing in getting baggage to the hotel has been neglected, as it is believed that a matter which does not involve more than the expenditure required against one's baggage from the arrival platform at the Grand Central Station to a Fourth Avenue car would upset the already keyed-up traveler. The writer has recently visited Paris with a view to seeing how comfortable the average American can be on a fair expenditure of money which would call for accommodations such as would be supplied at the minimum tariff at the Waldorf-Astoria in New York or the Touraine in Boston, eschewing the rare and somewhat expensive private bath. A good room can be secured in one of the best hotels in Paris for $2.00 a day, as will be seen by the facsimile bill reproduced elsewhere. From $5.00 to $6.00 a day should be allowed to live comfortably, although if pensions are patronized, and the stay is of any length, the sum can be reduced by 40 to 50 per cent. The underground railway, called the "Metro," for short, has reduced the cost of sightseeing very materially over what the writer had to pay twenty years ago on his first visit to Paris.

NOTRE DAME AND THE HEART OF PARIS

In the preparation of this matter the writer has had the advantage of the advice of his friend, Mr. Francis

P. Mann, the Paris representative of the SCIENTIFIC AMERICAN. A better cicerone than Mr. Mann does not exist, and the details are correct up to the date when the matter was sent from Paris, February 1, 1910.

The traveler from America may land at a number of different ports, but is sure to arrive at one of the large stations in Paris, and the method of procedure is the same at all. On arrival have a porter take all your baggage, except what has been registered to Paris, and leave it in the check or left baggage room, getting checks therefor. In French this is called the *consigne*, and the hotel porter will take them out later. They have several people for this purpose, and it is the particular business of the hotel porters to bring the guests' baggage to and from the hotel. The expense is very slight, and it saves a great deal of annoyance. The baggage can be left in the *consigne* as long as required, for a small daily fee. It is a good plan to have a small handbag for toilet articles, etc., which can be readily carried, so that you will be practically independent of everybody owing to your mobile condition. After your porter has attended to this you are ready for a cab. As you pass through the exit you will be asked by the city official, the representative of what is vulgarly called "the green regiment," if you have "anything to declare." This refers to provisions in bulk, wines, cigars, and matches, which are a government monopoly, and you will be passed through quickly. Do not try to bring in brandy or other liqueurs unless you are seeking trouble. The porter will now take you to the cab, and you are at liberty to go to your chosen hotel without fear of being forced to stay if the accommodations are not satisfactory. After once being landed in the heart of the hotel district you can walk from hotel to hotel until you find something to suit you as to location and price. The guide books tell you to reward the porter by fifty centimes, or more, according to weight. Disregard this, and give him a franc. Do not try to be stingy at the station; it does not pay. Of course, if there is a great deal of baggage, and the party is large, this amount should be increased in fair proportion. Always ask the cab driver for his *numéro*, as this will enable you to trace lost articles, and may help to settle disputes. The official tariff is printed on the *numéro*. See page 472.



ORIENTATION OF PARIS.

It is wise to select a good hotel which is used considerably by Americans, for the first day at least, then you can change to a cheaper hotel. The Continental, which has been used by the writer a number of times, and

also the Grand Hotel, are recommended for a preliminary stop. Do not have your baggage brought on unless you decide to stay, as this will involve considerable expense, unless your final stopping place is decided on. This decision having once been made, give all your baggage receipts to your porter, who will have all your baggage sent to your room in a very short time. If the baggage has not been examined at the frontier, or by the customs officials at some port, it is necessary to send the keys along in order that the baggage can be looked over. The examination is not apt to be very searching.

RAILWAY MAP OF PARIS.

There are a number of terminals in Paris:

1. *Nord:* Place du Roubaix. Stations for trains for or from Calais, Boulogne, Belgium, Germany, etc.; also local trains to St. Denis, Enghien, etc.

2. *Est:* This is also known as the Strasbourg Station, and is situated on the Place de Strasbourg. The lines from Nancy, Metz, Belfort and the St. Gotthard line come in here. The line also has another station for the line to Vincennes.

3. *Ouest:* This line has three stations: the Gare St. Lazare, Rue St. Lazare, for Normandy, etc., local trains to Versailles, St. Cloud, etc.; Gare Montparnasse, for Versailles, etc.; Gare des Invalides, for Versailles and other lines. Use the Gare St. Lazare for express trains.

4. *Orléans:* This railway company has a new and very complete station on the Quai d'Orsay. Trains arrive from and leave for Orléans, Bordeaux, etc. Take all express trains here. Gare de Quai d'Austerlitz, the old station, is now connected by a loop line. Gare de Luxembourg, Boulevard St. Michel and Rue Gay-Lussac, local trains for Sceaux and Limours.

5. Paris, Lyons and Mediterranean (Gare de Lyon), Boulevard Diderot. Trains for Marseilles, Nice, Italy, via Nice or Mont Cenis tunnel, leave from this station; also for Fontainebleau and other points of interest near by.

For long trips the Compagnie Internationale des Wagons-Lits, 3 Place de l'Opera (the International Sleeping Car Company), should be consulted. For other addresses, such as foreign railway companies, steamship companies, etc., consult [illegible] hotel porter. They are all in the [illegible] quarter near the Opera Ho[illegible] within five minutes' walk. They [illegible] have plenty of literature, and co[illegible] attendants who speak English [illegible] office is 1 Place de l'Opera: American Express Co., 11 Rue Scribe: North German Lloyd, 2 Rue Scribe: Hamburg-American Line, 1 Rue Auber: Cunard Line, [illegible] Rue Scribe: Holland-America Line, 7 Rue Scribe: Dominion Line, 9 Rue Scribe; French Line, 6 Rue Auber; White Star Line and Red Star Line, 9 Rue Scribe.

CABS AND MOTOR CABS

On the next page is a reproduction of a *numéro* which should be required from the cab driver when the cab is taken. Thus, this is a cab [illegible] 3111. From this it will be seen that the rates are as follows: From six o'clock in the morning, in summer, or seven o'clock in winter, until [illegible] the course (a drive without [illegible] as to distance) is one franc fifty [illegible] (30 cents); by the hour, two francs. (Cab drivers are not particularly fond of using their vehicles by the hour.) From thirty minutes past twelve to six o'clock, in the summer, and seven in the morning, in winter, the course is two francs twenty-five centimes (45 cents), or two francs fifty centimes (50 cents) per hour. This is the maximum tariff for what is known as the interior of Paris. The maximum tariff beyond the fortifications includes many pleasant drives, such as the Bois de Boulogne, Bois de Vincennes, etc. The time is based from six o'clock in the morning to midnight, in summer, from the first of April to the thirtieth of September, and six o'clock in the morning to ten o'clock in the evening, in winter, October 1 to March 31. When a passenger goes out of and returns within the limits of the fortifications the fare is two francs fifty

centimes, or fifty cents per hour; but when the traveler leaves the carriage beyond the fortifications the driver is entitled to an indemnity for the return trip of one franc (20 cents). Carriages taken beyond the fortifications for Paris are two francs, or forty cents an hour. The charge for one piece of baggage is twenty-five centimes (5 cents); two pieces, fifty centimes (10 cents); three or more pieces, seventy-five centimes. The cab driver should also receive about twenty-five centimes *pourboire* for very long distances, and

COMPAGNIE GÉNÉRALE
DES VOITURES A PARIS
Société Anonyme au Capital de 20,175,000 francs
1, Place du Théâtre-Français
2111
Conserver ce numéro en cas de réclamations, qui devront, s'il y a lieu, être adressées à M. le Préfet de Police

VOITURE DE PLACE A 2 PLACES

TARIF MAXIMUM dans l'INTÉRIEUR DE PARIS

De 6 heures du matin en été De 7 heures du matin en hiver à minuit 30 minutes.	Du minuit 30 minutes à 6 heures du matin en été et à 7 heures du matin en hiver
La Course.. 1 fr. 50	La Course.. 2 fr. 25
L'Heure.... 2 fr. »	L'Heure.... 2 fr. 50

TARIF MAXIMUM au delà des FORTIFICATIONS

(BOIS DE BOULOGNE, BOIS DE VINCENNES, ARCUEIL, AUBERVILLIERS, BAGNEUX, BAGNOLET, BOULOGNE, CHARENTON, CLICHY, GENTILLY, ISSY, IVRY, LES LILAS, LES PRÉS-SAINT-GERVAIS, LEVALLOIS-PERRET, MALAKOFF, MONTREUIL, MONTROUGE, MEUILLY, PANTIN, DE MAINVILLE, SAINT-DENIS, SAINT-MANDÉ, SAINT-MAURICE, SAINT-OUEN, VANVES, VILLEJUIF, VINCENNES.)

(*Traiter de gré à gré pour les autres destinations.*)

De 6 heures du matin à minuit en été (1er avril au 30 septembre)
De 6 heures du matin à 10 h. du soir en hiver (1er octobre au 31 mars)

Lorsque le voyageur rentrera dans Paris avec la voiture	Lorsque le voyageur laissera la voiture au delà des fortifications
L'Heure.... 2 fr. 50	INDEMNITÉ de retour 1 fr. »

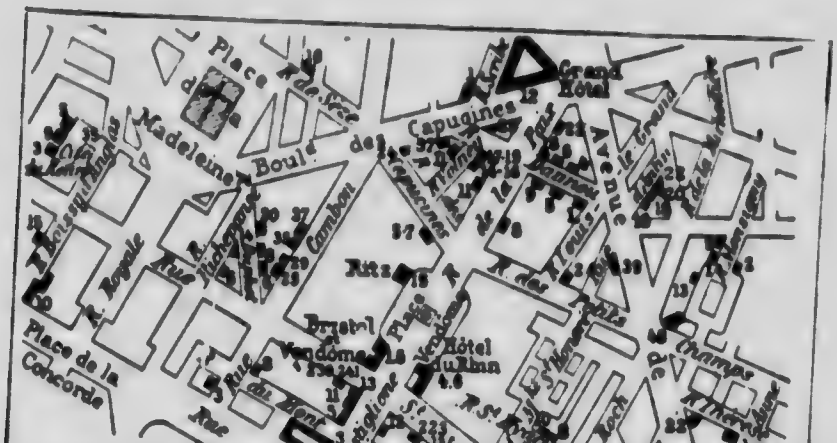
VOITURE PRISE HORS DES FORTIFICATIONS POUR PARIS
L'Heure..... 2 fr.

BAGAGES: 1 colis, 25 c.; 2 colis, 50 c.; 3 colis et plus, 75 c.

where a cab is taken by the hour the amount should be increased to fifty centimes (10 cents). The fee should also be fifty centimes where the small folding front seat is used to accommodate another person. For short distances taximeter cabs are recommended, and the first fare which shows up on the register after the wheels are started is seventy-five centimes (15 cents), for 1,200 meters or nineteen minutes' drive. For 400 meters additional, or three minutes' drive, ten centimes (2 cents) will be registered on the indicator. At night, within the city, fifty centimes, or ten cents, extra is expected per drive or per hour. If the taximeter cab should pass through one of the city gates an extra fifty centimes (10 cents) is paid. The indemnity for the return of the cab which is discharged outside of the gates is the same as the ordinary cab, one franc (20 cents). Motor cabs should not be confused with taximeter cabs. There are two classes. The first class has no regular tariff, but can be engaged at the principal hotels or the Central Depot in the Rue de Halévy, near the Opera House. The expense is about twenty francs per half day; the shortest drive would be at least three francs. There are two companies having motor cabs in Paris. A cab for two persons costs one franc twenty-five centimes (25 cents) the first kilometer, and fifty centimes (10 cents) for each additional kilometer. The cabs for four persons cost one franc fifty centimes, and sixty centimes for each additional kilometer. A landau for four or six persons costs two francs, and eighty centimes for each additional kilometer. An extra franc is charged in each case if the cab is taken within the fortifications; each time the cab passes through a city gate there is an extra charge of one franc. If cabs are discharged outside the fortifications the expense is fifty centimes per kilometer. This rate refers to the vehicles of the Voitures de Place Automobile. The other company is the Compagnie Française des Automobiles de Place. The tariff for one or two persons within the city is seventy-five centimes (15 cents) for the first 900 meters, and ten centimes for each additional 300 meters. Outside the fortifications, if more than two persons are carried, the same fare obtains, but for each 750 meters, with 250 additional instead of 300. The tariff at night calls for only 600 meters for the first seventy-five centimes, and 200 meters only for each additional ten centimes. Fifty centimes is charged every time a city gate is passed through. The indemnity for vehicles discharged in the Bois de Boulogne is one franc; if discharged outside the fortifications the expense is fifty centimes per kilometer.

HOTELS.

The hotels of Paris are famous all over the world, but the visitor who is familiar with the best hotels in New York, Boston or Philadelphia, will be disappointed with the appointments of the public rooms. There is little attempt made to rival the splendid hotels of New York. The prices charged


Place de la Concorde
Madeleine
Boul. des Capucines
Grand Hôtel
Avenue de l'Opéra
Ritz
Bristol
Vendôme
Hôtel du Rhin
Place Vendôme
Continental
Meurice
Place du Rivoli
Rivoli
Palais Royal
Rue Castiglione
Rue Cambon
Rue Royale
Rue St Honoré
Rue Richelieu
Rue Molière
Rue Scribe
Rue Caumartin
Rue Pasquier
Rue Tronchet
Rue Duphot
Rue Boissy d'Anglas
Rue Saint Roch
Rue Cambon
Rue Castiglione
Rue Rivoli
Rue Duphot
Rue Boissy d'Anglas
Rue Saint Roch
Rue Scribe
Rue Caumartin
Rue Pasquier
Rue Tronchet

are not exorbitant, and are usually less than the charge for the same accommodations in New York. The large hotels in the center of the town, such as the Hôtel Continental and the Grand Hôtel, have already been recommended for a day at least until the traveler can get his bearings. It is possible to get a good room in these hotels for 10 francs a day, and sometimes even less. If desired, breakfast will be served in the room at an additional fee of ten cents or more. It is an exploded idea that you must go to a café in the early morning for breakfast; you are much more comfortable in your hotel; but writers of guide books still copy from the vintage of 1876, or thereabouts.

The following list of hotels has just been compiled and checked as being open and prepared to receive visitors on February 1, 1910. The most fashionable hotels are found near the Place Vendôme. Here will be found the Hôtel Bristol, Hôtel du Rhin, the Hôtel Ritz, Elysée Palace Hôtel, Hôtel de l'Athénée. These are all hotels of the first class, and are apt to be expensive. Visitors should make searching inquiries as to expense before bringing on heavy baggage. Other hotels in the same section are the Hôtel Meurice, Hôtel Regina, Hôtel Chatham, Mercédès Hôtel, Langham Hôtel, and Hôtel Montana. Not far away are the following hotels: Hôtel Terminus, Gr.-Hôtel du Louvre, Hôtel Mirabeau, Hôtel Westminster, Hôtel de Hollande, Hôtel des Iles-Britanniques, Hôtel Castiglione, Hôtel de Londres, Hôtel Brighton, Hôtel de Lille et d'Albion, Hôtel de France et Choiseul, Hôtel Scribe, Hôtel d'Albe, Carlton Hôtel. Other hotels between the Place de la Concorde and the Madeleine, and the Palais-Royal and Boulevard Montmartre, are as follows: Hôtel St. James et d'Albany; near the Place de l'Opera is the Grand Hôtel des Capucines and the Hôtel de Russie; near the Madeleine will be found the Hôtel de la Grande Bretagne, the Hôtel St. Petersbourg and the Hôtel Buckingham; near the Louvre will be found the Hôtel du Palais-Royal. On the left bank of the Seine will be found a number of hotels which are less frequented, and are apt to be comparatively inexpensive. These are specially patronized by students. Rooms can be had as low as 3, 3½ and 4 francs, in some cases. The Pension can be had from 7 to 8 francs in most cases.

There are a number of hotels near the railway stations, as the Hôtel Terminus, near the Gare St. Lazare. Near the Gare Montparnasse will be found the Hôtel de la Marine et des Colonies. Near the Gare d'Orleans will be found the following hotels: Hôtel des Mines, Hôtel des Americains, and the Hôtel des Etats-Unis.

The following list of hotels is given in the "Daily Mail Guide to Paris," and includes some names not listed above.

OTHER HOTELS.

HOTEL D'IENA.—26, Avenue d'Iéna. One of the best hotels, with all modern comforts. F. Schofield, proprietor. E. Wiedemann, new manager.

HOTEL CRILLON.—Place de la Concorde and Rue Boissy-d'Anglais. High class.

HOTEL MAJESTIC.—Avenue Kléber, New. First class. Located in the most fashionable and healthiest part.

CARLTON HOTEL.—Champs Elysées. Restaurant, grill-room, teas. Now open. H. Ruhl.

HOTEL ASTORIA.—Champs Elysées. Up to date. Unique position. High-class restaurant. Celebrated orchestra.

ROYAL PALACE HOTEL.—8, Rue de Richelieu. Newest of Paris strictly modern hotels.

HOTEL WESTMINSTER.—Entirely rebuilt in 1908. High-class family hotel. L. Gandolfo, manager.

HOTEL D'ALBE.—55, Avenue de l'Alma.

GROSVENOR HOTEL.—59, Rue Pierre-Charron. 10fr. per day for stay of eight days.

HOTEL BRIGHTON.—218, Rue de Rivoli, facing Tuileries Gardens. New high-class residential hotel.

HOTEL CAMPBELL.—47, Avenue Friedland. Well known. First class. Entirely renovated.

ROYAL HOTEL.—Champs Elysées, 33, Avenue Friedland. Private bathroom.

HOTEL MIRABEAU.—Rue de la Paix. Entirely reconstructed with all latest installations.

HOTEL MADISON.—48, Rue des Petits Champs. Select and thoroughly up to date. Reopened April, 1908. Hot and cold water in every room.

GRAND HOTEL BERGERE AND MAISON BLANCHE.—Central situation. From 12fr. per day. Every modern comfort.

PRINCESS HOTEL.—1, Avenue du Bois de Boulogne. Unique position. Private apartments, with bathrooms.

HOTEL LILLE ET D'ALBION.—223, Rue Saint Honoré. Very comfortable. High-class residential hotel. Moderate terms.

HOTELS ST. JAMES ET ALBANY.—211, Rue Saint Honoré and Rue de Rivoli 202. Splendid position, overlooking Tuileries garden.

HOTEL LOUVOIS.—Place Louvois (near Opéra). Every latest comfort and most moderate terms.

HOTEL TERMINUS NORD.—Boulevard Denain. Opposite Gare du Nord. All modern comfort. First-class restaurant.

HOTEL WAGRAM.—203, Rue de Rivoli. Entirely reconstructed. Up to date.

HOTEL FERRAS.—32, Rue Hamelin, Champs Elysées. Modern family hotel.

THE AVENUE HOTEL.—157, Rue de la Pompe.
HOTEL DE BOURGOGNE.—7, Rue de Bourgogne. From 10fr. Excellent restaurant.
HOTEL DES TUILERIES.—Rue St. Hyacinthe.
HOTEL DE RIVOLI AND GRAND PALAIS.—2 Rue Jean Goujon (Champs Elysées). Apartments at moderate prices. Home comforts.
ADELPHI HOTEL.—4 & 6, Rue Taitbout. Up to date and modern. New management.
GRAND HOTEL DES ACACIAS.—47, Rue des Acacias. Opened October, 1909. From 9fr.

BOARDING HOUSES.

An average inclusive price for a first-class pension at ordinary times is 10fr. daily; but there are prices to suit all. Proprietors of boarding-houses are usually disposed to make special terms for a long stay (from 150fr. to 250fr. a month). In the majority of the boarding-houses visitors can obtain lessons in conversational French.

HOTEL PENSION SIMONET.—5, Rue Bassano between Champs Elysées and Trocadero (Métro, Alma). All modern improvements. From 8fr. Steam heat and lift.
CHAMPS ELYSÉES.—English pension. 11bis, Rue Lord Byron. Moderate terms.
PENSION HAWKES.—7, Avenue du Trocadero, Place de l'Alma. First-class English house. Board from 7fr.
CLAIRMONT HOUSE.—16, Rue de Calais. Bath, shady garden, electricity. From £2 to £5 weekly.
MME. GILBERT.—62, Rue Singer, Passy. Home comfort. French lessons. Moderate terms.
HOTEL PENSION FRANCIS.—3, Rue Robert Estienne. With or without board. From 6fr. English management.
VILLA MARCEAU.—37, Avenue Marceau, near Champs Elysées and Etoile. Moderate terms. From 8fr.
HOTEL KUCHNER-ROTH.—29, Avenue Victor Hugo. All modern improvements. Moderate charges.
PENSION GUILLIER.—21, Rue Valette, near Sorbonne. Home-like. Baths. Garden. From 6fr.
PENSION ZUETNER, 9, Rue du Bois de Boulogne. First-class. Newly furnished by Liberty.
MME. FRANCELLE. 69, Rue Madame.

The following family hotels and pensions are recommended. The street addresses are given, as they are less well known than the hotels given in the preceding list: Hôtel Lord Byron, Rue Lord Byron 16; Hôtel des Champs Elysées, Rue de Balsac 3; Pension Francis, Rue Robert Estienne 3; Bellot-Carol, Rue Boccador 4; Mme. Victor Genie, Rue Marbeuf 6; Mme. Villard, Av. Kléber 88bis; Pension Hawkes, Av. du Trocadéro 7; Mlle. Cardon, Rue Vital 14; Brenzinger, Boul. Pereire 69; Richard's Family Hôtel, Rue Darcet 22; Pension Clairmont (Edouard Poy), Rue de Calais 16; The Home (Mlle. Hadamla), Rue Richepanse 15; Mme. Doucerain, Rue Caumartin 12; The Marlboro' (Mme. Wallis), Rue Taitbout 24; Hôtel Dysart, Square Latour-Maubourg 4; Hôtel-Pension de l'Odeon, Rue de l'Odeon 3; Clement, Boul. Raspail 140; Mme. Pecker, Boul. Raspail 282; Villa des Dames, Rue Notre-Dame-des-Champs 79; Mrs. Edward Ferris (Amer.), 97 Boulevard Arago; and the Franco-English Guild, 6 Rue de la Sorbonne.

RESTAURANTS.

Most of the restaurants in Paris only serve meals *à la carte*, and evening dress is usually worn, although it is not obligatory. At all of the best hotels the waiters speak English, or at least the head waiter is always able to speak English. Many of the large hotels have excellent restaurants, which are, of course, open to those who are not guests of the house. Care should be taken of the *hors d'œuvres*, or fruit, which has not been ordered, as this is apt to swell the bill very materially. Fruit is notoriously expensive in Paris, and if any of the hothouse varieties are partaken of the bill will grow apace. Two people can go to a good restaurant in Paris and get a good dinner for about $6.00, including fair wines; but this is a variable quantity, and might readily be more or less. The following restaurants are near the Opera, and in the center of the city: Paillard, Rue de la Chaussee-d'Antin 2 and Boul. des Italiens 38; Hôtel Ritz, Place Vendome 15; Café de Paris, Avenue de l'Opera 41, West Side; Durand, Place de la Madeleine 2, East Side; Larue, Place de la Madeleine 3, West Side; Café de la Paix, Boul. des Capucines 12, North Side; Voisin, Rue St. Honoré 261 and Rue Cambon 16; Café Anglais, Boul. des Italiens 13, South Side; Henry, Rue St. Augustin 30; Maire, Boul. St. Denis 14 and Boul. de Strasbourg 1; Brasserie Riche, Boul. des Italiens 16, North Side; Restaurant Prunier, Rue Duphot 9; and Weber, Rue Royale 21.

The restaurants in the Champs Elysées and the Bois de Boulogne are chiefly frequented in summer. Those especially recommended are the Restaurant Ledoyen and the Restaurant des Ambassadeurs. The following restaurants are in or near the boulevards, and the list is given after a knowledge that they were open for business, and well recommended, on February 1, 1910: Maxim's, No. 3 Rue Royale, is frequented almost entirely at night; this, with the Abbaye Royale, Rat Mort, and Bal Tabarin, should be fre-

quented with judgment when ladies are in the party; Grand-Vatel, Rue St. Honore 275, Bouillon Duval, Place de la Madeleine 10 (moderate price); Bouillon Boulant, 35 Boul. des Capucines (moderate); Restaurant Julien, 3 Boul. des Capucines; Brasserie Universelle, 31 Boul. des Capucines (moderate); Bouillon Duval, same address, also moderate priced; Sylvain, Rue de Halévy 12 and Chaussee-d'Antin 9 (moderate); Restaurant Italien, Passage de l'Opera 23-25 (moderate); Taverne Pousset, 14 Boul. des Italiens; Taverne Lafitte, 20 Boul. des Italiens; Bouillon Duval, 29 Boul. des Italiens (moderate); Noel-Peters, 15bis Boul. des Italiens; Café Cardinal, 1-3 Boul. des Italiens; Restaurant Gauclair, Rue St. Marc, corner Rue de Richelieu (moderate); Restaurant Viennois, 20 Boul. Montmartre (moderate); Brasserie Zimmer, 18 Boul. Montmartre (moderate); Restaurant de la Terrasse Jouffroy, 10-12 Boul. Montmartre (moderate); Bouillon Duval, 21 Boul. Montmartre (moderate); Bouillon Boulant, 1 Boul. Montmartre (moderate); Grande Taverne, 16 Rue du Faubourg-Montmartre (moderate); Restaurant Moderne, Rue Vivienne 45 (moderate); Restaurant Marguery, 34-38 Boul. Bonne-Nouvelle; Brasserie Muller et Blaisot, 35-37 Boul. Bonne-Nouvelle (moderate); Restaurant Viennois, Rue d'Hauteville 5 (moderate); Restaurant de l'Hôtel Continental, in the Rue de Rivoli; Bouillon Duval, 194 Rue de Rivoli (moderate); Restaurant Delpuech, Place du Theatre-Français (moderate); Café-Restaurant des Negociants, Rue du Louvre 42 (moderate); Restaurant des Dames-Seules, 47 Rue de Richelieu, is for ladies only. There is a good restaurant in the Terminus Hôtel in the Gare St. Lazare 21. The restaurants on the left bank which are recommended are as follows: Restaurant de l'Hôtel du Palais d'Orsay, in the Quartier St. Germain; Bouillon Duval, 170 Boul. St. Germain (moderate); Café-Restaurant Lavenue, Rue de Depart 1; Taverne de la Brasserie Dumesnil Frères, Boul. du Montparnasse 73; Café-Restaurant Vachette, 25 Boul. St. Michel (moderate); Taverne du Pantheon, 63 Boul. St. Michel (moderate); Bouillon Boulant, 34 Boul. St. Michel (moderate); Foyot, Rue de Vaugirard 22bis and Rue de Tournon 33; and Café-Restaurant Voltaire, Place de l'Odéon 1 (moderate).

CAFES

The cafés are, at all periods of the year, one of the features of Paris. They may, with very few exceptions, be frequented during day or evening by the gentler sex. After 11 or 12 p. m. a certain number should be avoided. Many of the cafés in this necessarily brief notice may be visited at all times. Many cafés are also restaurants, where drinks are not obtainable *inside* during meal hours, but outside, "on the terrace," refreshments are served at all hours. Prices of refreshments vary according to the location and popularity of the establishment. Thus, what is not obtainable for less than 75 c. at the Café de la Paix, costs only 50 c. at the Brasserie Pousset, on the Bd. des Italiens. A *bock* (glass of beer) is the cheapest drink; 30 to 50 c. It is frequently called a "quart," and when a "quart" costs 30 c. a "demi" (double quantity) costs 50 c. The price of the refreshment is marked on the saucer served with it.

The most popular Parisian drinks are: café (coffee without cream or milk), absinthe, vermouth (French or Italian), amer (bitter)—taken with curaçao, kirsch or grenadine,—grog américain, madère, porto, malaga, menthe (white or green), chartreuse, anisette, kummel, cognac; sweet "long" drinks are: groseille, grenadine, orgeat, orangeade, citronade, taken with plain or seltzer water. Tea, coffee and chocolate are served at all hours. Writing materials always furnished free of charge. Average price for the above refreshments is 50 c. to 1 fr. in the better class cafés and 30 to 60 c. in others. Minimum gratuity 10 c. to 20c.

Cafés are open from 7 or 8 a. m. until 1 or 2 a. m. Some cafés are open all night. Good lunches, dinners and suppers may be obtained at most cafés and brasseries, many of which enjoy a first-class reputation as restaurants.

Among the leading cafés and brasseries, all of which are restaurants, are: Durand, 2, Place de la Madeleine; Grand Café, 14, Bd. des Capucines, specialty, billiards; music from 9 p. m.; Café de la Paix, 12, Bd. des Capucines and Place de l'Opéra; Brasserie Universelle, 31, Av. de l'Opéra; Brasserie de l'Opéra, 26, Av. de l'Opéra; Café Américain, 4, Bd. des Capucines, renowned dining and supper resort; Café Glacier Napolitain, 1, Bd. des Capucines; Maxim's, rue Royale; Taverne-Royale, 25, rue Royale; Weber's, 23, rue Royale; Café Pousset, 14, Bd. des Italiens; Café Mazarin, 16, Bd. Montmartre; Café Riche, rue Le Peletier, corner of Bd. des Italiens; Brasserie Zimmer, 18, Bd. Montmartre; Brasserie Muller (Café de Madrid), 6, Boulvd. Montmartre; Café des Variétés, 9, Bd. Montmartre (famous resort of actors); Café Brébant, 13, Bd. Poissonnière; Brasserie Muller, 35, and 37, Bd. Bonne-Nouvelle; Café de la Terrasse, 30, Bd. Bonne-Nouvelle; Café de la Régence

(where "chess" is greatly played), rue St.-Honoré, Place due Théatre Français; Café d'Harcourt, 47, Bd. St.-Michel; Café de Versailles, 1, Place de Rennes; Café du Cercle, 119, Bd. St.-Germain; Café des Ecoles Réunies, 98, Bd. St. Germain; Café de la Rotonde, 88, Bd. St.-Michel; Brasserie Vetzel, 1, r. Auber (opposite the Grand Opera); Café Americain, 10, Place de la République; Café Brasserie de l'Espérance, 18, Av. de la Grande-Armée; Café Restaurant du Barreau, 10, Bd. du Palais (frequented by the legal profession); Café Restaurant des Sports, 89, Av. de la Grande Armée. The number of cafés in Paris is so great that an attempt has been made only to indicate a few enjoying great popularity.

There are cafés or brasseries adjoining nearly all the theatres and concert halls. Electric bells ring about a couple of minutes before each act is about to begin.

There are some excellent Italian restaurants in Paris where the food is very good and the prices are moderate.

It is needless to say that if repeated visits are paid to the same restaurant, the effect of liberal tips will soon be felt.

The best cafés can be visited with propriety by ladies, although Parisian ladies of the highest class rarely patronize them. Cafés on the north side of the Boulevard Montmartre should be avoided.

BRASSERIES

Many cafés are still termed Brasseries; at some, good meals are obtainable at a very moderate figure. At the Brasserie Universelle, 31, Av. de l'Opéra, a good lunch may be had for about 2½ fr. At all brasseries the beer, whether German or French, is particularly good. Among the best known are: Muller, 60, Faubourg Montmartre; Pousset, 14, Bd. des Italiens; Zimmer, 18, Bd. Montmartre; Pschor, 2, Bd. de Strasbourg; Montmartre, 61, rue du Faubourg-Montmartre; Mollard, 113-117, rue St. Lazare (opposite Terminus Hotel); Coq d'Or, 149, rue Montmartre.

WINE SHOPS

The wine shops of Paris are very numerous, but are largely frequented by the lower classes and are not visited by English-speaking people to any extent. Wine is obtainable anywhere in Paris, but is apt to be dear and indifferent. Red Bordeaux costs anywhere from 2½ to 4 fr. a bottle; white Bordeaux is about the same price. Burgundy costs 4 fr. a bottle. Champagne does not have the vogue in France that it does in other countries.

BARS (ENGLISH AND AMERICAN)

Those enjoying the best repute are: Henry's Bar, 11, rue Volney; Chatham Hotel Bar, 17, rue Daunou; Saint-Petersburg Hotel Bar, rue Caumartin; Chicago Bar, 12, rue Taitbout; The Bodega, 234, rue de Rivoli, etc. There is also a bar in the Grand Hotel.

PASTRY COOKS AND TEA ROOMS

For amateurs of cakes, creams, ices and light refreshments, Paris provides a great number of well managed shops and rooms where, at moderate figures, one may obtain all one desires in this department. Some of the *pâtissiers* have acquired a great reputation for their various specialties. The following will be found especially good: Wanner, Patisserie Viennoise, 3, Chaussée d'Antin; Chiboust, 163, rue St.-Honoré; Bourbonneux, place du Havre; Ladurée, 16, rue Royale; Potel et Chabot, 2 Av. Victor Hugo.

Good cakes, etc., to be had at Lipton's Tea Rooms, 37, Bd. Haussmann, Paris.

Afternoon tea is obtainable also at the following places: Hotel Montana, 11, rue de l'Echelle (corner of Av. de l'Opéra); Hotel Continental, rue de Rivoli; English Dairy Co., 8, rue Cambon; Rumpelmeyer, 226, rue de Rivoli; Colombin, 6, rue Cambon; Marlborough, 5, rue Cambon; Maison Ixe, 6, rue Halévy; Ritz Hôtel, Place Vendôme; Elysée Palace Hotel, Av. des Champs-Elysées; Grand Hôtel, Bd. des Capucines; Wanner, 3, rue de la Chaussée-d'Antin (Viennese confectionery); Chiboust, 163, rue St.-Honoré; Hotel Astoria, Champs-Elysées; Hotel Campbell, Av. Friedland; Ladurée, 16, rue Royale; W. H. Smith & Son, 248, rue de Rivoli (reading room and tea rooms combined); Médova Tea Rooms, 3, rue de l'Echelle.

BANKS

Most of the banks have their offices in the foreign quarter near the Opera and Madeleine. English is spoken at all of the big banks. Letters of credit, checks, etc., can be cashed at the office of the American Express Company, T. Cook & Son, etc.

NEWSPAPERS AND MAGAZINES

There are 3,218 newspapers, etc., in Paris. They are chiefly sold at the kiosks or stalls on the boulevards. These kiosks are allotted by the Prefect of the Seine to the widows of naval officers, judges and other functionaries, who rent them out to the actual occupants. The principal newspapers in Paris are *Le Petit Parisien, Le Petit Journal, Le Matin, Le Journal, Le Figaro, L'Echo de Paris, Le Temps, L'Eclair, Gil Blas, La Patrie* and *La Presse*. Among the best illustrated weeklies are *L'Illustration, Le Monde Illustre* and *La Vie au Grand Air*.

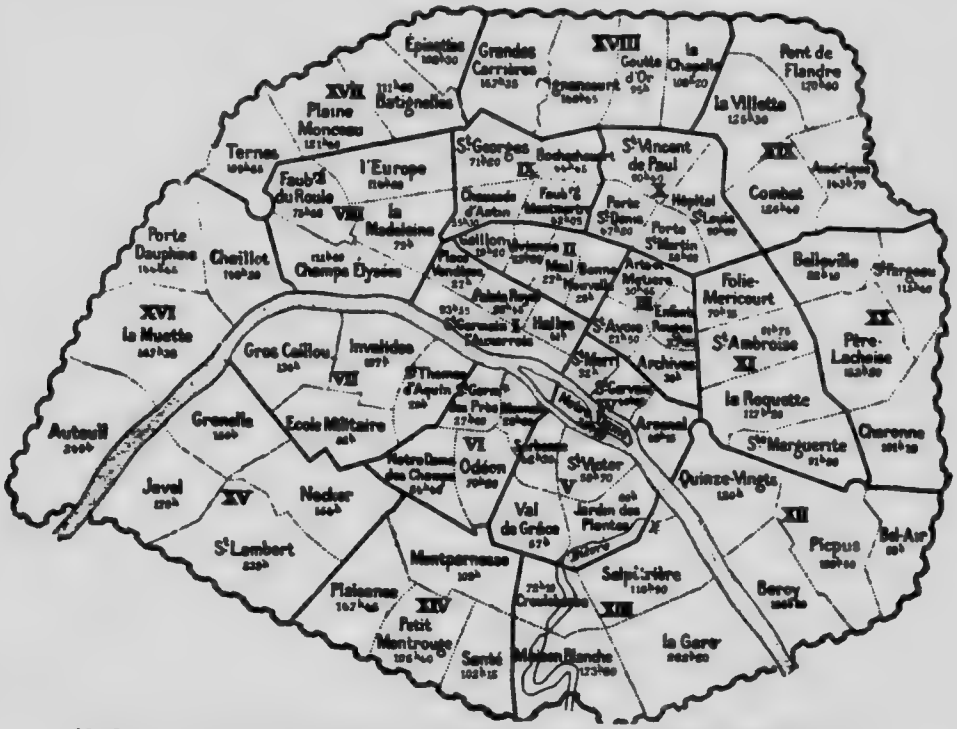
BELT (CEINTURE) RAILWAY

This railway, called *Chemin de fer de Ceinture*, effects the circuit of the city (22 miles) in 1 hour 40 minutes. The stations at which trains stop are Courcelles-Ceinture, Courcelles-Levallois, Neuilly-Porte-Maillot, avenue du Bois-de-Boulogne, avenue Henri-Martin, Passy, Auteuil, Point-du-Jour, Grenelle, Vaugirard, Issy, Ouest-Ceinture, Montrouge, La Glacière, Gentilly, La Maison Blanche, Orléans-Ceinture, La Rapée-Bercy, Bel-Air, avenue de Vincennes, rue d'Avron, Charonne, Ménilmontant, Belleville-Vilette, Pont-de-Flandre, Est-Ceinture, La Chapelle-St.-Denis, Nord-Ceinture, boulevard Ornano, avenue de St.-Ouen, avenue de Clichy and back again to Courcelles-Ceinture. Trains every 10 minutes. Fares vary according to distance. First class single, 40 c. to 60 c.; return 60 c. to 90 c. Second class single, 20 c. to 30 c.; return, 30 c. to 50 c.

In connection with this railway, trains run from the Gare St.-Lazare to Courcelles-Levallois, via Batignolles. From Courcelles-Levallois some proceed as far as Auteuil, while others go to the Invalides, via Porte-Maillot, Henri-Martin, Boulsinvilliers, quai de Passy, Champs de Mars, avenue de la Bourdonnais and Pont de l'Alma.

FURNISHED APARTMENTS

Furnished flats or apartments can be had anywhere in Paris. Single rooms in a good location cost from 80 to 125 fr. a month. Often the porter's wife, called the "concierge," will take care of the room for a small consideration. Of course, furnished apartments can be had up to almost any figure. Unfurnished apartments are advertised by a white bill, furnished apartments by a yellow bill. Always be very careful to take an inventory when renting a room or an apartment, as the landlord will surely do the same. Rents are payable a month in advance.



MAP OF PARIS, SHOWING DIVISION INTO ARRONDISSEMENTS

HORSE RACING

This amusement is very popular and most of the horse race courses are within easy reach of the capital. The porter of the hotel will be glad to give information and all events of this kind are published in the daily papers.

LAVATORIES

Lavatories (*Châlets de Nécessité* or *de Commodité*) will be found all over Paris. Fee, 5-15 centimes, a few higher in price. Where the facilities of hotels are used a fee should be given to the attendant. All railroad stations are adequately provided. Sanitary plumbing in France is far behind the United States.

LOST AND FOUND

Property which has been found in cabs or other conveyances, public buildings, etc., is taken to the office of the district commissioner of police. If not claimed within 48 hours it is sent to the Bureau des Objets Trouves at the Prefecture of Police, 36, Quai des Orfevres.

MESSENGER BOYS

There is an excellent service of messenger boys, corresponding to our own in large cities. They are called in the same way by the messenger call box. The average charge is a franc an hour and the expense of taking a telegram to the post-office or calling a cab is 20 centimes.

OMNIBUSES AND TRAMWAYS

There are nearly one hundred omnibuses and tramway lines in Paris and they afford, after the Metro, perhaps the best means of getting around the city, if a carriage or taxicab is not required.

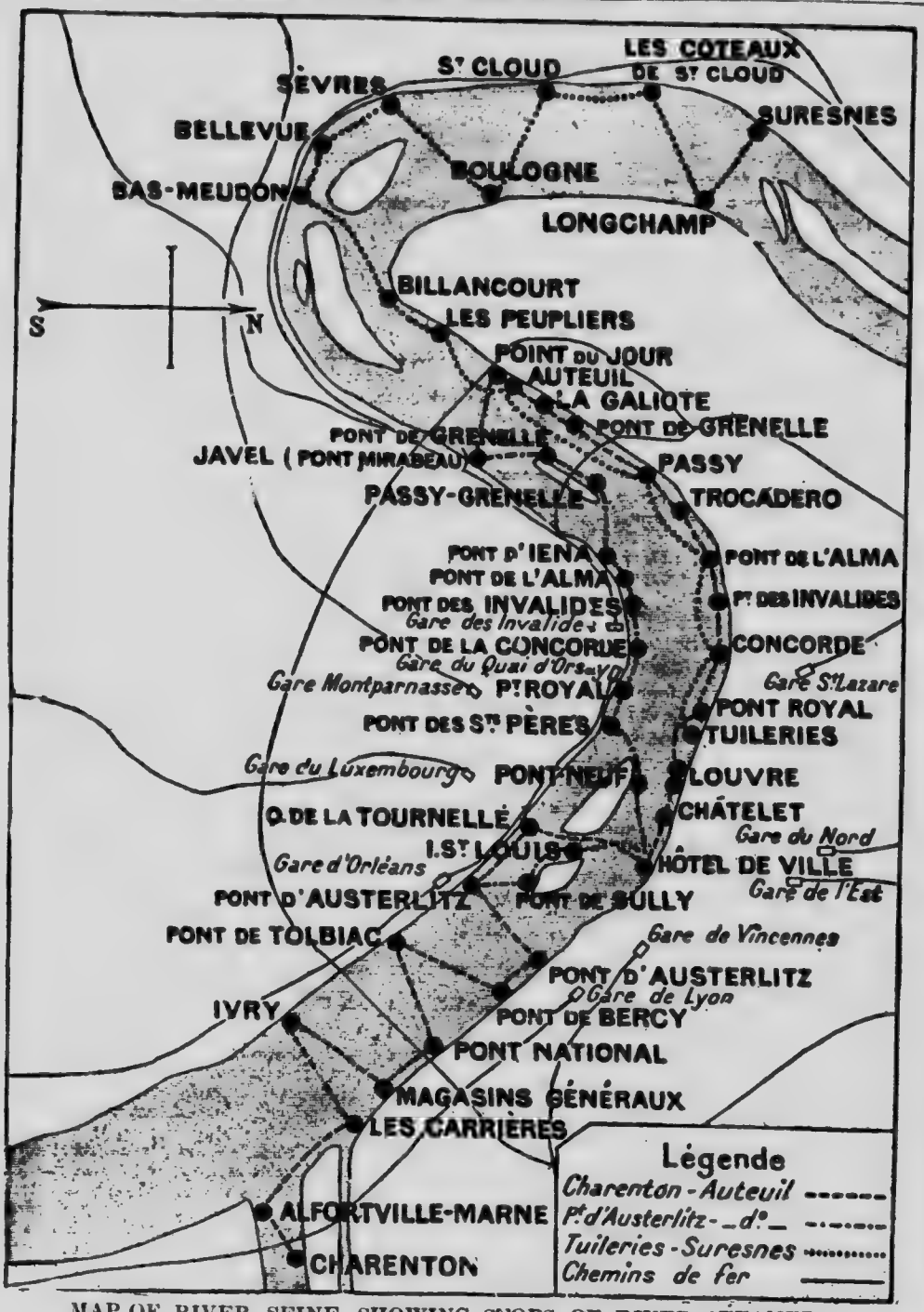
Each vehicle is distinctly marked with the initial and terminal point of its journey and the direction in which the omnibus is going is indicated by a movable board at the rear end of the bus or tram. When full, a notice to that effect, the word *complet* (in blue letters on a white ground generally) is placed over the door. Vehicles stop at any point desired, except in the proximity of an office, where passengers wait and are sheltered. On entering office, take a number, a little ticket varying in color according to destination. On the arrival of every vehicle the numbers for that destination are called over and the holder takes his numerical turn. The system is an admirable one, though at times passengers experience long waits.

Fares are generally as follows: Outside (*impériale*) 15 c.; inside (*intérieur*) 30 c.; *correspondance* tickets are given without extra charge to inside passengers. Ask for same on paying

THE SEINE, WITH NOTRE DAME IN THE DISTANCE

NUMBERING THE STREETS

In Paris the numbers begin at the street end nearest the Seine when the street is nearly at right angles with the river. When streets run more or less parallel with the river the numbers follow its course. Even numbers are always on the right-hand side of the street, odd numbers on the left hand, following the above named course.



MAP OF RIVER SEINE, SHOWING STOPS OF RIVER STEAMERS.

1. Boats on the Seine.
2. Charenton Auteuil.— Week days, 10 centimes.
3. Pont d' Austerlitz Auteuil.—Week days, 10 centimes.

Pont Royal Suresnes.— Week days, 20 centimes.
Sundays, double fare.

fare. They entitle holder to transfer to any other one crossing the route. "Correspondance, s'il vous plait" is the customary phrase for asking for a transfer ticket. By this arrangement almost any point of Paris may be reached for 30 c. from any other point. Outside passengers who ask for a *correspondance* pay 30 c.

On some trams section fares (5 c., 10 c. and upward) are now charged. The fares on suburban trams often reach 1 fr. for very long distances.

POSTAL INFORMATION

The inland postal rate for letters and letter cards is 10 c. for 15 grams. Postal cards, 10 c. Letters and letter cards in the International Postal Union, 25 c. for the first 15 grams and 15 c. for each additional 15 grams. Postal cards, 10 c. Books and printed matter must be open at both ends: 5 c. for 50 grams, limit of weight 2 kilos.

REGISTRATION OF FOREIGNERS

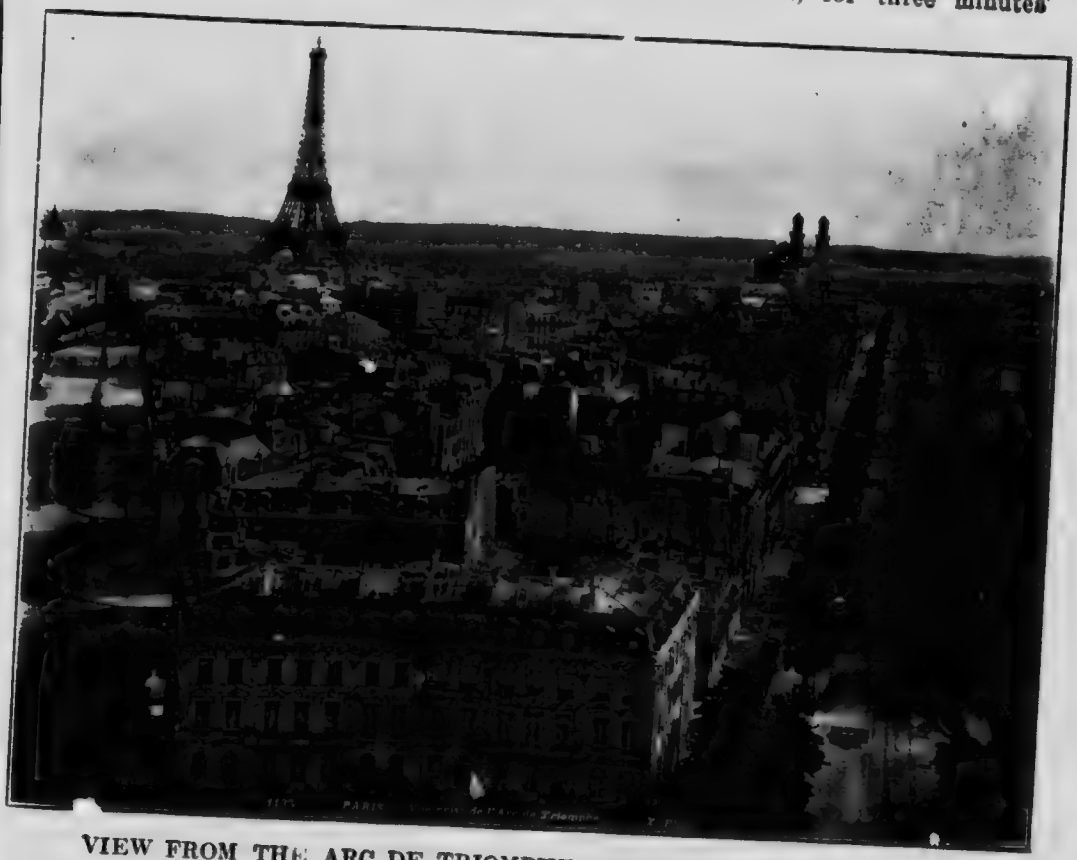
All foreigners who are desirous of earning a living in Paris are obliged to register at the Prefecture of Police within a week of their arrival.

SERVANTS

A cook in Paris commands 60 fr. a month or more, while a girl to do general housework costs from 40 to 60 fr. a month. It is customary to give servants at least 10 fr. a month for wine, or else given them three bottles a week. There is no difficulty in getting servants to do general work for a few hours a day, as taking care of an apartment. This is often done by the "concierge," or who will be glad to recommend some one, at any rate.

TELEPHONES

Telephones will be found in all post-offices, hotels, etc. The charges are 15 c., or 3 cents, for three minutes' conversation (local calls). Suburban calls, 25 c. within a radius of 25 kilometers. An annual subscription for a private telephone costs 400 fr. a year, or $80.00.



VIEW FROM THE ARC DE TRIOMPHE, SHOWING EIFFEL TOWER

The following addresses have been selected by Mr. Mann, as the individuals and concerns were in business and well recommended on February 1, 1910:

Baths.
Hammam, rue des Mathurins 18.
Ste. Anne, rue Sainte Anne 58.
Schich, rue de Dunkerque 56.
Colisee, rue du Colisee 14
Debry Ave. Victor Hugo 109.
Flevin, ave. Wagram 28.
Gymnasium, Passage de l'Opéra 19.
L'avenue, Cité du Retiro 1.
St. Roch, rue St. Honoré 274.
Susson, rue Washington 25.

Boot-makers.
Justesen, rue de la Paix 2.
Hellstein, Place Vendôme 23.
American Shoe Stores, ave. de l'Opéra 15.
Chat Noir, bd. des Italiens 18.
High Life, bd. des Italiens 22.
Taitbout, bd. des Italiens 22.
The Sport, bd. Montmartre 17.
Manfield, bd. des Capucines 8.
Pinet, bd. de la Madeleine 1.

AVENUE DE BOIS DE BOULOGNE, LOOKING TOWARD L'ETOILE

Barbers.
Barnes, rue Boissy d'Anglas 30.
Langres, rue Boissy d'Anglas 17.
Albert, rue Bayen 51.
Albert, bd. Haussmann 45.
Beautier, ave. Victor Hugo 95.
Camille. Croisat, rue 4 Septembre 9.
Lespès, bd. Montmartre 21.
Guionnet, rue Meyerbeer 3.
Gustave, rue Royale 22.
Beffière, rue du Havre 5.

Articles de Voyage.
Vuitton, rue Scribe 1.
Au Touriste, ave. de l'Opéra 36 bis.
Davis, rue Meyerbeer 3.
Delion, bd. des Capucines.
Au Depart, ave. de l'Opéra 29.
Girardeau, rue Scribe 7.
Kendall & Co., rue de la Paix 17.
Moynat, Place du Theatre Français.
Vodable, ave. de l'Opéra 15.

Bronzes, etc.
Gabreau, rue Druot 5.
Goldscheider, ave. de l'Opéra 28.
Pannier, rue Scribe 6.
Herzog, rue de Chateaudun 41.
Samson, ave. de l'Opera 30.
Siot-Decauville, bd. des Capucines 24.
Lacarrière, place Vendôme 18.
Société Française, rue de la Paix 10.
Rechond, bd. Montmartre 11.

Druggists.
Mille & Caillaud, rue Druot 25.
Cédard, place du Theatre Français 2.
Delouche, place Vendôme 2.
Duret, bd. Malesherbes 19.
Pachaut, bd. Haussmann 130.
Normale, rue Druot 17.
Pepin, rue 4 Septembre 9.
Molnat, rue Boissy d'Anglas 31.
Caste, rue Washington 3.
Catellan (Homœop.), bd. Haussmann 21.

Cigars, etc.
Didier, bd. des Capucines 35.
Bethout, bd. des Italiens 8.
Barnabe, bd. Bonne Nouvelle 23.
Joubert, bd. Haussmann 96.
Pages, ave. des Champs Elysées 88.
Puech, bd. Malesherbes 32.
Segare, rue Royale 14.
Salgues, bd. Malesherbes 103.
A la Civette, rue St. Honoré 157.
Vaille, rue du Faubourg Poissonnière 115.

DEPARTMENT STORES.

Paris contains several vast department stores or general emporiums, in which may be obtained articles of clothing of every possible description, fancy goods in infinite variety, furniture, etc. Apart from the question of purchasing, these emporiums are worth a visit, as constituting one of the sights of Paris.

The clerks in these large shops are quite accustomed to customers who speak little or no French, and are most courteous. Many of them who do not rank as interpreters speak a little English.

The principal department stores are:

LOUVRE.—Rue de Rivoli, Palace du Palais-Royal, Rue Saint-Honoré, and Rue Marengo. Goods of the best quality at advantageous prices. London: New Bond Street, W.

PRINTEMPS.—Boulevard Haussmann, Rue du Havre, Rue de Provence, and Rue Caumartin. Ladies' dresses and millinery. Men's clothing, hats, and boots. Children's outfits, household requisites, furniture, carpets, etc., at reasonable prices.

GALERIES LAFAYETTE.—Rue Lafayette, Boulevard Haussmann, and Chaussée d'Antin. Costumes, cloaks, furs, skirts, blouses, hats, veilings, etc. Tasteful novelties at low prices.

BON MARCHE.—Rue du Bac, Rue de Sevres, Rue de Babylone, and Rue Velpeau. (Maison, Artistide Boucicaut.)

LA SAMARITAINE.—75, Rue de Rivoli, and Rues du Pont-Neuf and de la Monnaie. The noted cheap department stores. Showrooms, 99, Regent Street, London.

OLD ENGLAND.—12, Boulevard des Capucines.

LA COUR BATAVE.—41, Boulevard Sébastopol. Specialty of ladies', gentlemen's, and children's linen.

DRESSMAKERS.

Paris is, of course, the centre of the dressmaking world. Women come from all corners of the earth to be clothed by the great dressmakers of the Rue de la Paix, and an amount of skill, study, originality, and application is devoted to conceiving and executing the great dressmaking creations of which the outside world has so little knowledge.

There are some hundred good dressmakers in Paris, but only about a dozen stand for that perfection which has given Paris its reputation, and perhaps only three or four set the fashions. Each of the big houses has, however, a style of its own and women of experience know which to seek according to their requirements.

THEATRES.

The following is a list of the theatrical performances, concerts, etc., which were available for visitors on the 18th of January. A similar list can be obtained from any of the good French newspapers, or the English papers, the *Herald* and *Daily Mail*. There is also an excellent little publication, entitled "La Semaine de Paris," which is sold for a few cents at the principal hotels. This can also be obtained at Brentano's, 37 Avenue de l'Opera. This little book, of some 24 pages, contains a list of theaters, with the plays which will take place, with, very often, the names of the actors. It gives the time when the box office is open and the time when the curtain rises. It also gives a list of the Bijou Theaters and other diversions. Ladies should only go to the various music halls *when accompanied by gentlemen*. This little publication also gives a complete program of all the interesting occurrences for the week, such as sports, art sales, lectures, concerts, etc. No visitor to Paris should be without this little book, which can be obtained at such low cost. It also gives a list of all the places in Paris where church services are given in English or other foreign languages.

THEATRES.

Opéra, elâche.
Mercredi: Roméo et Juliette.—*Vendredi:* Tannhaeuser.—*Samedi:* Salammbô.
Français, 8 h. ¾.—La Paix chez soi. Athalie.
Mercredi, vendredi: Sire.—*Jeudi* (mat.): Le Mariage d'Angélique; l'Avare; les Précieuses ridicules; (soirée); la Paix chez soi; Athalie.—*Samedi:* Le Mariage de Figaro.—*Dimanche* (mat.); Sire; (soirée): le Passant; le Voyage de M. Perrichon; l'Anglais tel qu'on le parle.
Opéra-Comique, 8 h. ½.—Phryné.—Paillasse.
Mecredi: Werther.—*Jeudi, samedi;* Phryné: Paillasse.—*Vendredi:* Carmen.
Odéon, 8 h. 50. Le Chauldronnier. Comme les feuilles.
Mercredi, jeudi, vendredi, samedi, dimanche (mat. et soirée): Comme les feuilles.—*Jeudi* (matinée-conférence): Phèdre.—*Samedi* (mat.): Le Romantisme au théâtre.—*Lundi:* Horace; les Fourberies de Scapin.
Gymnase, 8 h. ¾.—Pierre et Thérèse.
Vaudeville, 9 h.—La Barricade.
Variétés, 8 h. 20.—Les Maris en vacances.—Un Ange.
Gaité-Lyrique, 8 h.—Quo vadis?
Mercredi: Les Huguenots.—*Jeudi* (mat.): La Damnation de Faust.—*Jeuni, vendredi:* Quo vadis?—*Samedi:* Lucie de Lammermoor.—*Dimanche* (mat.): le Trouvère; (soirée): Quo vadis? *Lundi:* Orphée.

THEATRES, MUSIC HALLS, ETC.,
OF PARIS

6-09 Imp. Dufrénoy, Paris.

Renaissance, 9 h. 10.—La Petite Chocolatière.
Th. Sarah-Bernhardt, 8 h. 40. Le Procès de Jeanne d'Arc.
Nouveautés, 8¼. Portrait de la baronne Noblesse oblige.
Th. Réjane, 8 h. ½.—Mme Margot.
Porte-Saint-Martin, relâche.
Th. Antoine, répétition générale de l'Ange gardien.
Châtelet, 8 h. ½. La Petite Caporale.
Athénée, 8 h. ½. La Bonne école; le Danseur inconnu.
Palais-Royal, 8 h. ½. Flagrant délit.—La Cagnotte.
Trianon-Lyrique, 8 h. ½. Richard Cœur-de-Lion.—La Chanson de Fortunio. *Mercredi*; La Fille de Mme Angot.—*Jeudi*; Richard Cœur-de-Lion; la Chanson de Fortunio.—*Vendredi*; Les Dragons de Villars.—*Samedi*; le Maître de chapelle; la Femme à papa.
Bouffes-Parisiens, 8 h. ¼.—Lysistrata.
Ambigu, 8 h. ½.—Nick Carter.
Folies-Dram. 8 h. ½. Truc de Nicolas. Un homme de glace.
Th. Apollo, 8 h. ¼.—La Veuve Joyeuse.
Th. Molière, 8 h. ¼.—La Pocharde.
Cluny. 8 h. ½. Boarding House. Mariage de gourdes.
Th. des Arts. 8 h. ¼.—L'Aiglon.
Déjazet. 8 h. ½ La Main de ma fille; le Papa du régiment.
Grand-Guignol, 9 h. Horrible expérience. L'Ami des deux. Le Hangar de la rue Vicq-d'Azir. La Halte. Mme. Aurélie.
Capucines, 9 h.—Aimé pour soi-même. La Couverture.—Sans rancune...revue.

SPECTACLES-CONCERTS.

Folies-Bergère, 8 h. ½. La Revue des Folies-Bergère.
Olympia, 8 h. ½. Enlèvement de Psyché Pick Nick Carter.
Scala, 8 h. ¼. La Revue. Morton, E. Favart, A. de Tender, Mary Perret, P. Morly, Carpentier, Casa, Eugénio, Rivers.
Boîte à Fursy, 9 h.—La Revue.—Fursy.
Grands Magasins Dufayel.—2 h. ½ à 6 h. Concert et cinématographe tous les jours, sauf le dimanche.
Nouveau Cirque, 8 h. ½. Attractions. La Chasse au cerf.
Palais de Glace (Champs Elysées).—Patinage sur vraie glace. Tous les jours de 2 à 7 h. et de 9 h. à minuit.
Tr Eiffel, de midi à la nuit au 2e étage pr. escalier. Bar au 1er.
Jardin d'Acclimatation.—Attractions diverses.
ALHAMBRA.—CIRQUE MEDRANO.—CIRQUE DE PARIS.—COMEDIE-ROYALE.—ELDORADO.—HIPPODROME.—MOULIN DE LA GALETTE. MOULIN-ROUGE.—MUSEE GREVIN.—PARISIANA.

EXPOSITIONS.

Rue de Sèze, de 10 1/2 à 6 h.: Exposition de "la Cimaise."

PARIS NEWSPAPERS.

The Paris edition of the New York *Herald* is published each day. It is an illustrated paper, filled with the news of the world. It should be read daily by all who are traveling in France and on the Continent. The Paris *Daily Mail* is printed each morning in Paris, thus gaining throughout the Continent an advance of about a whole day on papers sent from London. It contains all the London news and has a special American cable service. Its advertising columns give invaluable information as to hotels, pensions, garages, etc. Visitors to Paris should register at the office of the New York *Herald*. Their name will be cabled home and published in the New York *Herald* without charge. Be sure that your name is written correctly and legibly in the book. The Brooklyn *Eagle* has an office at 3 Regent street, London, and 53 Rue Cambon, Paris, where visitors will receive every attention.

When six large transatlantic steamers sail the total amount of fare paid is estimated at $617,000. The following is an interesting little table which appeared in the Evening Sun of recent date, and may be assumed to be fairly accurate. The total of saloon fares is computed by means of an average fare figured out by the steamship men. It will be seen by the total that travelers by a half dozen of the liners spend a little over a half million dollars before they start. There is of course a big sum expended on these ships for second cabin fares. This might amount to $19,500 on a basis of 300 passengers at an average fare of $65; thus the fares by the "Kaiserin Auguste Victoria" would be $130,500.

Ship.	*Passenger capacity saloon.*	*Minimum saloon rate.*	*Maximum saloon rate.*	*Approximate total paid for saloon fares.*
Adriatic	400	$112.50	$1,350	$100,000
Mauretania ...	450	125.00	1,600	121,000
Provence	550	105.00	1,000	70,000
Kaiserin A. V..	550	112.50	1,250	110,000
Rotterdam	500	105.00	1,250	87,500
Kronprinzessin	550	117.50	1,450	128,500
Total.....				$617,000

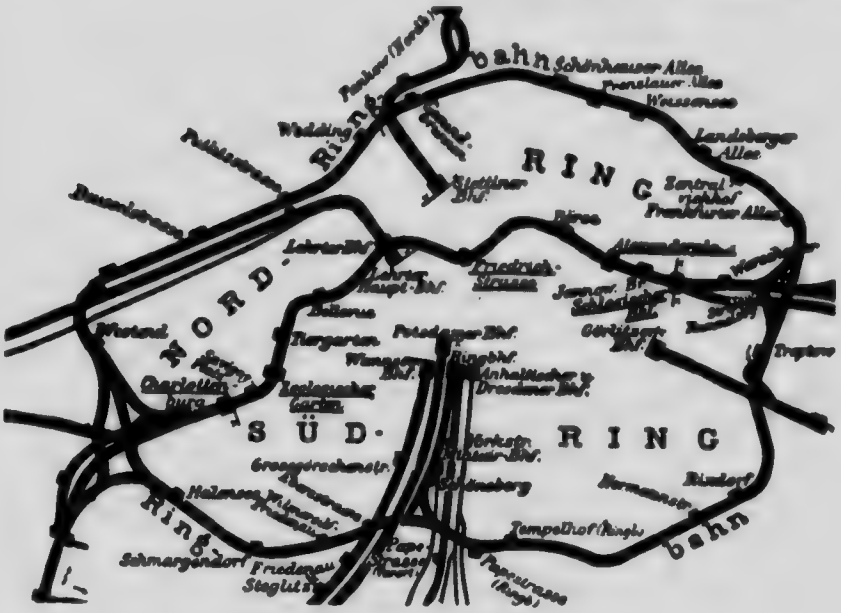
The Oceanographic Museum, which is a particular hobby of Prince Albert of Monaco, was opened recently in the presence of delegates from the principal museums in the world. In addition to specimens of fauna from all the oceans there are on exhibition all contrivances for the capture of sea animals living at all depths. There is also a magnificent aquarium, in which the sea water is continually changed by means of pumps.

BERLIN

While this little handbook is not intended to take the place of the regular guides, still a little information regarding arrival may prove of value to those who arrive by way of Bremen and Hamburg. The traveler is recommended to buy a copy of Baedeker's "Berlin and Its Environs," which is sold in the United States even for less than $1.00. This gives valuable information as to hotels, galleries, etc., and the expense will be saved by the advice conveyed.

tains. Most trains run over the Stadtbahn, which has a number of stations.

Cabs.—A policeman at the exit gives a numbered check to the traveler. The cab should be summoned by a porter who transfers the baggage. Give twenty pfennigs, or five cents of our money, for each 55 pounds, and half as much again for each additional amount. A cab is called a "droschke," and a *luggage cab* a "gepack-droschke." Advise the policeman which is required when asking for a check. A taximeter



Railway Map.

THE RAILWAY STATIONS OF BERLIN

Stations.—1. Anhalt, Anhalt trains arrive and depart for Dresden, Leipzig, Frankfort, etc.

2. Lehrter Station, trains arrive from Hamburg, Bremen, Hanover, etc.

3. Potsdam Station, trains arrive and depart for Potsdam, Magdeburg, Cassel and Cologne.

4. Stettin Station, for Stettin, Rostock, etc.

5. Gorlitz Station, for the Shruwald, Gorlitz and the Giant Moun-

cab should be secured, if possible; but if not available, the fares are, for one or two persons, 60 pf. for ¼ hour; ½ hour, 1½ marks; each additional 15 minutes, 50 pf. Luggage, except 22 pounds (carried inside the cab), extra, as follows: 55 lbs., 25 pf., 56-110 lbs., 50 pf.; 111-165 lbs., 75 pf.; 166-220 lbs., 1 mark; over this amount take a gepack-droschke. The "taxi" cabs register the amount to be paid. These cabs make faster time and are more

expensive. The portier of the hotel will adjust all matters relating to cab hire. A charge of 25 pf. is made for the metal check securing the cab. A gratuity amounting to 6 to 10 cents of our money should be given. For drives after arrival, see the portier of the hotel. It should be noted that at night double fares are charged. Extra fares are charged for more than two persons.

Hotels.—Again the advice to consult Baedeker is given, as only a few hotels can be recommended, and these only for use in emergencies. If possible, rooms should be engaged by telegraph. Among the best hotels are the Hotel Adlon, Unter den Linden 1, rooms from 6 marks; with bath, 12 marks up; breakfast, 1½ marks; lunch, 4 marks; dinner, 6 marks. Kaiserhof, about the same prices. This hotel is on the Wilhelm-Platz. Bristol, Unter den Linden 5-6; rooms from 4½ marks; meals in proportion. Central Hotel, 143-149 Friedrich Strasse, a large hotel; rooms from 3 marks; dinner, 5 marks. This is a first-class hotel, known to the writer. Other first-class hotels are: Continental Hotel, Savoy Hotel, Monopol Hotel, Palast Hotel Hotel Esplanade, Grand Hotel de Rome and du Nord, Furstenhof, Hotel Excelsior, and Elite Hotel. All these hotels are of the first class, and will be found useful to the stranger in Berlin. Transfer to cheaper hotels can be made after the first day, if desired. For information as to restaurants, cafés, shops, etc., the reader is referred to Baedeker's "Berlin," already cited.

DROPPING THE PILOT.

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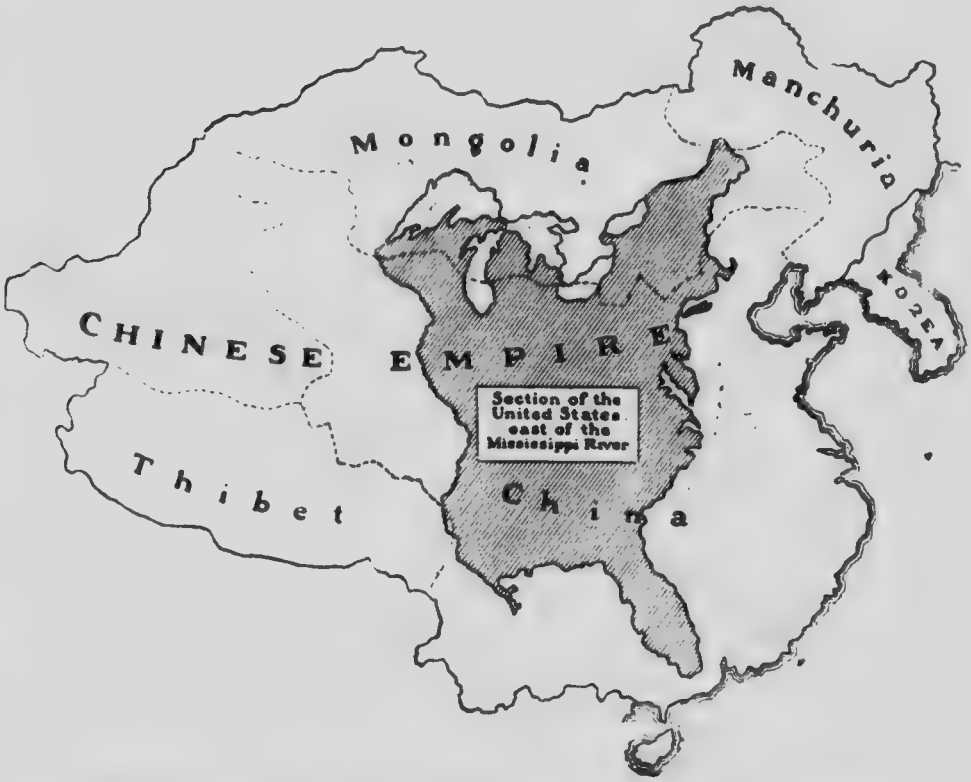

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SELECTED MOTOR AND CYCLE TOURS*

EASY CYCLING TOURS.—There is one splendid road through the lakes, from Keswick to Windermere. You should leave the train at Penrith and cycle thence to Keswick (eighteen miles), spending the night at the *Keswick Hotel*. Next day via Thirlspot to Windermere (*Rigg's Windermere Hotel*). Train to Coventry, cycling thence through Kenilworth (*Abbey Hotel*) to Warwick (*Warwick Arms*). Next day to Stratford-on-Avon (*Red Horse*). Train to Exeter (*New London Hotel*); thence cycle via Crediton to Okehampton (*White Hart*); Launceston, Camelford (*King's Arms*), Wadebridge (*Molesworth Arms*), St. Colomb, for Newquay, where have a day off. Stop at the *Headland Hotel*. Train to St. Colomb-road and cycle to Truro (*Red Lion*), Redruth, Camborne, Hayle, Penzance (*Queen's Hotel*); thence back via Helston, Falmouth (*Green Bank Hotel*). Cross to St. Mawes and travel via Tregony, St. Austell (*White Hart*), and Fowey (*Fowey Hotel*). To Plymouth the roads are poor if you keep near the coast, which is pretty. So you can have your choice of the route via Pelynt and Looe, or via Lostwithiel and Liskeard. By the latter route you may take a train at any time, as the railway is to a great extent along the road. At Plymouth (the *Duke of Cornwall Hotel*) your route is via Plympton Farle, Ivybridge (*London Hotel*), Totnes (*Seven Stars*)—for Torquay if you like—Newton Abbot (*Globe*), whence train to your next district, which should begin with Frome, or, better, Heytesbury (*Angel*). Cycle via Maddington, past Stonehenge to Amesbury (*George Hotel*); thence to Salisbury (*New County Hotel*), Fordingbridge, Ringwood (*White Hart*), across the forest to Cadman for Lyndhurst (*Crown Hotel*), where you might have a day or two off for other parts of the forest. Train from Lyndhurst-road station for Southampton and London, and thence to Beccles (*King's Head*). Cycle to Lowestoft (*Royal*), and thence through Yarmouth, Acle, and South Walsham to Norwich (*Maid's Head*). Cromer and Sheringham could be visited from there, but the best plan is to train at once to York (*Harker's Hotel*). Cycle to Harrogate (*White Hart*), *Ripon* (*Unicorn Hotel*). Train to Durham (*Three Tuns*). Cycle to Corbridge and Hexham (*Royal Hotel*), and across to Carlisle (*County Hotel*).

MOTOR TOUR IN GREAT BRITAIN.—Starting from Edinburgh, the following route is good: Through West Linton, Biggar, Abington, Muirkirk, to Ayr (*Station Hotel*); through Dalmellington, New Galloway, Castle Douglas, Dumfries (*Station Hotel*), and Annan to Carlisle (*County Hotel*); through Penrith, Appleby (*King's Head*), Brough, to Barnard Castle (*King's Head*); through Scotch Corner, Leeming, Ripon, to Harrogate (*Hotel Majestic*); through Pannal, Harewood, Collingham, Aberford, Sherburgh, Brotherton, to Doncaster (*Angel Hotel*); through Tickhill, Worksop (*Lion Hotel*), Ollerton, Edwinstowe (*Dukeries Hotel*), to Mansfield (*Swan Hotel*); through Southwell, Newark, Grantham (*George Hotel*), Melton Mowbray, to Leicester (*Bell Hotel*); through Nuneaton, Coventry, and Kenilworth, to Leamington (*Manor House Hotel*); through Banbury, to Oxford (*Randolph Hotel*); through Faringdon, Swindon, Wroughton, Beckhampton, Chippenham, Bath (*York House Hotel*); through Wells, Glastonbury, Bridgwater, Taunton (*Castle Hotel*), to Exeter (*New London Hotel*); through Lyme Regis, Bridport, Dorchester (*King's Arms*), Wareham, to Bournemouth (*Royal Bath Hotel*); through Christchurch, Lyndhurst (*Crown Hotel*), and Romsey, to Winchester (*George Hotel*); through Alton, Farnham, Guildford (*White Hart Hotel*), Dorking, Reigate, Sevenoaks (*Crown Hotel*), to Tunbridge Wells (*Mount Ephraim Hotel*); through Rye and Romsey, to Folkestone (*Hotel Métropole*) or Dover (*Burlington Hotel*). The best centers from which excursions can be made are Carlisle (for a round comprising Wigton, Silloth (*Queen's Hotel*), Maryport, Cockermouth, Keswick (*Keswick Hotel*), Penrith, Alston, and Brampton); Harrogate (for Bolton Abbey, Ilkley, Otley, Harewood, Wetherby, York (*Station Hotel*), and back by Knaresborough); Edwinstowe, for the Dukeries and Sherwood Forest; Leamington, for Stratford-on-Avon; and Bournemouth. The above route avoids, as much as possible, the large towns.

MOTOR TOUR IN IRELAND.—Starting from Dublin (*Shelbourne Hotel*), a good route is that through Dundrum, Stepaside, Enniskerry, Newton, Mt. Kennedy, Laragh, for Glendalough (*Royal Hotel*), back to Laragh, and on through Rathdrum, Wooden Bridge, Arklow, Gorey, and Wexford (*White's Hotel*); by the coast road (not so interesting) the distance is just over ninety miles. The other is very little longer. On the second day, pass through New Ross, Water-

*These tours were received too late to be included under Tours.

ford (*Adelphi Hotel*), Kilkenny, and Cashel to Clonmel (*Hearn's Hotel*), third day, through Clogheen, Lismore, Youghal, and Middleton, to Cork (*Imperial Hotel*); fourth day, through Drimsey, Macroom, Inchigeelagh, Glengariffe (*Eccles's Hotel*), Kenmare, and Muckross, to Killarney (*Royal Victoria Hotel*); fifth day, through Killorglin, Glenbeigh, Cahirciveen, Waterville (*Southern Hotel*), Parknasilla, Kenmare, Kilgarvan, and Loo Bridge, to Killarney; sixth day, through Abbeyfeale, Newcastle, Adare, Limerick (*Glentworth Hotel*), Lansdowne Bridge, Cratloe, Kilmorey, Tulla, Crusheen, and Gort, to Galway (*Railway Hotel*); seventh day, through Athenry, Ballinasloe, Cloghan, Tullamore, Portarlington, Kildare, Newbridge, and Naas, to Dublin; eighth day, through Mullingar (*Greville Arms*) Athlone, Tuam, Ballinrobe, to Westport (*Railway Hotel*); ninth day, through Castlebar, Ballina, Dromore, Sligo (*Victoria Hotel*), Bundoran, Pettigoe, to Strabane (*Abercorn Arms*); tenth day, through Londonderry, Ballykelly, Limavady, Coleraine, Ballycastle, Cushendun, Cushendall, Glenarm, Larne, and Carrickfergus, to Belfast (*Station Hotel*); eleventh day, through Combe, Downpatrick, Newcastle, Kilkeel, Rostrevor, Warrenpoint (*Great Northern Hotel*), Dundalk, and Drogheda, to Dublin. In many centers like Westport, Strabane, Coleraine, Limerick, Warrenpoint, and Killarney, one may spend a day or so in excursions in the district.

A WALKING TOUR IN THE ENGLISH LAKE DISTRICT.—As a center Keswick, Grasmere, or Ambleside is suitable. One cannot do better than enter at Windermere and finish at Ullswater. The following route is a good one: Windermere, Ambleside, Rydal, Grasmere, Dungeon Ghyll, Wastdale Head, Ennerdale (*Angler's Inn*), Scale Hill, Buttermere, Honister Pass, to Keswick, from which several excursions can be made. Thence to Patterdale, Pooley Bridge, and Penrith. A good guide-book is Baddeley's "English Lakes" (5s.), published by Dulau & Co., 37 Soho Square, W.

CYCLING TOUR IN THE NEW FOREST.—Make your headquarters at Lyndhurst (*Crown Hotel*). First day, visit Bournemouth by the Christchurch route, and return to Christchurch (*King's Arms*) for the night. Second day, through Milton, Lymington and Brockenhurst, back to Lyndhurst. Third day, via Cadnam and Brickworth House to Salisbury (*White Hart Hotel*); and back on the fourth day through Fordingbridge. Fifth day, through Tatton, Southampton, and Otterbourne, to Winchester (*George Hotel*), and back, the sixth day, via Ampfield and Cadnam.

CYCLING IN THE WYE VALLEY.—The most interesting center is Monmouth (*Beaufort Arms* or *Hardwick Boarding-house*). The principal runs thence and back are: Staunton, Michaeldean, Littledean, Coleford (twenty-seven miles); Staunton, Christchurch, Symond's Yat, ferry across the Wye, Whitechurch, and back (seventeen miles); to Abergavenny, through Rockfield and Llansilio, and back by Llanarth (thirty miles); via Newland, Coleford, Cinderford, to Newnham, and back by Blakeney (thirty-five miles); train to Bigswelr, cycle by Tidenham Castle, to Chepstow, and return by Tintern Abbey (thirty-two miles).

CYCLING IN THE ARDENNES.—Start from Namur (*Hotel Harscamp*), for cinder-tracks are by no means universal in Belgium, and it is not worth the risk to take paved roads on the chance of a side track being found before reaching Namur. Then run on from Namur to Dinant (*Hotel Kursaal*); to Rochefort (*Hotel Biron*) for the grottoes of Han; to Neufschâteau, Arlon, and Luxembourg (*Hotel de l'Europe*); to Diekirch (*Hotel des Ardennes*); to Vianden (*Hotel Ensch*); and via Bastogne and Houfalize (*Hotel Luxembourg*), to Trois Ponts and Spa (*Hotel de Flandre*, or, cheaper, *Lacken*). One might add in Remouchamps (*Hotel de la Grotte*), and La Roche (*Hotel du Luxembourg*) in the latter part of the run; and then back to Namur via Liege and Huy, along the river—very pretty. Route over Dover to Ostend and Namur most direct.

CYCLING IN THE BLACK FOREST.—The roads are good on the whole, though in some places the gradients are steep. As a center, Triberg is excellent, as it is practically in the heart of the Forest, and there are excellent roads in three directions—north, to Hornberg, Wolfach, and on to Freudenstadt; southeast, to Villingen; and south, to Furtwangen. I suggest that you go straight through by train, via Offenberg, to Triberg (*Black Forest Hotel*), and devote the first part of your time to the district north, including the route through Hornberg (*Bear Hotel*), Wolfach (*Hotel Salmen*), Alpirsbach (*Hotel Löwe*), Schiltach (*Ochs Hotel*), Schramberg (*Hotel Post*), Thennenbronn (*Hotel Krone*), and back to Triberg. Then take the same road as far as St. Georgen (*Hotel Hirsch*), and continue through Peterzell and Schoren to Villingen (*Hotel Blume*), and thence through Marbach (*Hotel Post*) and Klengen to Donaueschingen (*Hotel Schütze*). Keep south, through Hüfingen, and thence southeast to Loffingen and Neustadt (*Hotel Adler*), after which your route leads past Titisee (*Hotel Bär*), Höllsteig, Himmelreich, and Zarten, to Freiburg (*Hotel Victoria*).

SKETCHING TOUR IN HOLLAND.—"First we were at the *Hotel de Commerce*, Middelburg. We had capital rooms, and paid 2fl. 75 for bed and breakfast (a very substantial meal) and

dinner. The landlord speaks good English. The costume is worn universally by the country folk here. Next we stayed at the Hotel Roland-Veere, the journey by steamer from Middelburg costing a few pence. We had capital rooms, breakfast, lunch, afternoon tea, and dinner at a cost of 5s. a day. The landlady speaks good English. Paintable subjects include a small haven with fishing smacks and the local costumes. The place is quiet and charming. The schoolmaster and the grocer at 'De Hoop bakery' also take lodgers at much the same price, I believe. We then went to Laren, in North Holland, near Hilversum, and stayed at the *Pension Kam*, and were most comfortable at 2fl. 50 a day, everything included, except bedroom lamps. Mrs. Kam is English. Here there are good interiors and the sand dunes to paint. Then we visited Volendam, and stayed at *Spaander's Hotel* for 3fl. a day (by the week). Everyone here speaks English. This is full of most quaint subjects, and all the fisherfolk wear the costume. There is a regular and quite moderate tariff for models at Laren and Volendam.' I was also given the following addresses of places frequented by artists: Vrouw Noorlander Rijsoord, near Dordrecht; train to Dort, cross by ferry, Sweindrecht tram to Rijsoord; terms, 12fl. a week, and very comfortable. *Hotel Pennock*, Dordrecht; *Hotel Het Haasje*, Damrak, Amsterdam; *Hotel Fleur d'Or*, Rue des Moins, Antwerp near the cathedral. I may add that during our sojourn in Holland we found nobody grasping, except, perhaps, the children at Volendam." (From a *Queen* reader.)

A MOTOR TOUR ON THE CONTINENT.—A suitable route for July, commencing with Paris (*Grand Hotel*), is as follows: Through Evreux to Trouville (*Hotel des Roches Noires*); through Caen and Avranches to Dinard (*Royal Hotel*); through Rennes to Nantes (*Hotel des Voyageurs*); through Angers to Tours (*Hotel Univers*); through Châteauroux to Le Chatre (*Hotel Decosses*); through Guèret and Aubusson to Clermont Ferrand (*Hotel de l'Europe*); through Thiers and Roanne to Lyons (*Hotel Univers*); through S. André le Gaz and Chambéry to Aix-les-Bains (*Hotel de l'Europe*); through Annecy and Geneva to Lausanne (*Hotel Riche Mont*); through Bern to Lucerne (*Hotel National*); through Zürich and Winterthur to Neuhausen (*Hotel Schweizerhof*); through Donaueschingen and Villingen to Triberg (*Black Forest Hotel*); through Haslach and Offenburg to Strassburg (*Hotel Ville de Paris*); through Finslingen and Chateausalins to Metz (*Hotel de Metz*); through Luxembourg to Spa (*Hotel d'York*); through Liège to Brussels (*Hotel de l'Europe*). From here return to England via Ostend (*Palace Hotel*), and steamer thence, or via Dover.

A TEN DAYS' TRIP WITH BICYCLES IN NORMANDY.—Land at Hâvre (*Normandie*), boat to Trouville, and ride to Caen (*Hotel Moderne*), via the coast road, passing Dives; thence to Bayeux (*Luxembourg*); to St. Lô (*Univers*); to Coutances (*France*); to Avranches (*Hotel Bonneau*); to Mt. St. Michel (*Hotel Poulard Aîné*); to Mortain (*Poste*); to Vire (*Hotel St. Pierre*), to Falaise (*Hotel de Normandie*), stopping the night at Condé-sur-Noireau; to Lisieux (*Normandie*), stopping the night at St. Pierre-sur-Dives, the full distance being forty-three miles; lastly, via Pont l'Evêque, to Honfleur; thence boat to Hâvre. For this tour purchase the C. T. C.s "France," second volume (N. W., W., and S. W.) of the Continental Road Book series, containing the necessary map. Every hill, turning, and cobble which it is necessary to know of, together with the mileage from place to place, is noted in the book. Write for it to Mr. E. R. Shipton, 47 Victoria street, S. W. (5s. to members). You can send your luggage

Bridge on Gothard Railway

on by *grande vitesse* addressed *en consigne* (fetching it at the station or sending someone for it from the hotel); by *colis postal* if it is light (otherwise this means is expensive), by both means paying only for the carriage on receipt; or you can take a third class ticket, and simply send it by train as though you were traveling with it. It will remain at the baggage office of the station it is destined for until the *bulletin des bagages* is presented. A small fee has to be paid for every day it is kept there until it is claimed. In France 30 kilos (66lbs.) of luggage is allowed on the railway ticket. For cycling centers, Dives and Falaise (at the former the *Hotel Guillaume le Conquérant*) or Caen and Mortain; or Caen and Avranches; the last named being more accessible for Mt. St. Michel, which, though architecturally interesting, is situated in the neighborhood of uninteresting country. But Avranches and Mortain are pretty; Falaise is in charming country, but hilly. From Caen and Dives make excur-

sions both inland and on the coast. If the tour is too long for a ten days' holiday, or if the weather is unfavorable, cut it off at St. Lô, riding thence down to Vire and then to Falaise, leaving Coutances, Avranches, and Mt. St. Michel for another time.

CYCLING AND MOTORING IN THE PYRENEES.—The high roads in spring, summer, and early autumn are smooth, rutless, and rather dusty. What would seem insurmountable difficulties when looked at on an ordnance map vanish into space when attacked in reality. Most of the roads run, naturally, through valleys; still, it is often necessary to cross a mountain pass more or less elevated in order to get out of one valley into the next. The roads, however, are made in such long zigzags that the slope loses its steepness, and you make astounding ascents and descents almost without being aware of the fact. From November till May they are impracticable for automobilists, because of the stoning and other reparative operations going on, not to mention the fact that some of them are completely snowed up in winter.

Curling in Switzerland

CYCLING ALONG THE RHINE.—The order, ascending: Emmerich, *Royal;* Duisburg, *Europäischer Hof;* Düsseldorf, and Cologne (see descending); Godesberg or Bonn, *Hotel Kley* (Bonn); Remagen, *Rhein Hotel;* Andernach, *Hackenbruch;* Coblenz, *Zum Riesen;* St. Goar, *Rheinfels;* Bingen, *Bellevue;* Mainz, *Rheinischer Hof*, and Heidelberg, *Schloss Hotel*. Descending: Mannheim, *Pfalzer Hof;* Darmstadt, *Darmstädter Hof;* Frankfurt, *Hotel Russie;* Wiesbaden, *Hotel Pension Quisisana* (for a longer stay); Ems (or Ehrenbreitstein), *Rath*, at Ehrenbreitstein; Neuwied, *Zum Goldenen Anker;* Linz, *Europäischer Hof;* Cologne, *Hotel du Nord;* Düsseldorf, *Hotel Royal*. The hotels are, with the one exception of Wiesbaden, chosen for short stays, say a night. That at Wiesbaden (which forms a good midway rest) is a family hotel. Most of the houses are selected for the view of the Rhine, but some for comfort only.

TOURS IN THE UNITED KINGDOM.

EASTERN COUNTIES' CATHEDRAL TOUR.—London to Durham by G. N. Ry. and N. E. Ry. (*Three Tuns*); third day, York (*Station Hotel*), a very great contrast to the quaint Durham hostelry, but contrasts are the more interesting when both are good. Thence early on the fourth day, via Market Weighton to Beverley, a most interesting Cathedral or Minster town (*Beverley Arms*). Next morning (5th day) via Hull to Lincoln (*White Hart*). Sixth day to Peterborough (*Great Northern Hotel*) and Ely (*Lamb*); seventh day to Cambridge (*University Arms*); and eighth day to Norwich (*Maid's Head*).

A TOUR IN CORNWALL.—May is a good month for the tour. Travel by the Great Western Railway from London to Penzance (*Queen's Hotel*), which should be headquarters for about ten days, during which a two-day excursion should be made to Helston and the Lizard. Return through Redruth to Newquay (*Headland Hotel*), whence by coach to Wadebridge for Padstow (*South Western Hotel*); train via Wadebridge to Camelford, whence drive to Tintagel (*King Arthur's Castle Hotel*), and on to Bude (*Falcon Hotel*). If the tour is continued to North Devon, which is advisable, the route is by coach to Clovelly (*Red Lion Hotel*), and on to Bideford (*Royal Hotel*); train via Barnstaple to Lynton (*Valley of Rocks Hotel*), and drive along the coast to Minehead (*Hotel Métropole*), whence by train back. If North Devon is not included, return from Bude by train via Okehampton to Exeter (*New London Hotel*), and by the main line to London.

IRISH TOUR. — For cycling Antrim and environing counties may be recommended. Say:—Dublin to Drogheda and Dundalk (*Imperial*); to Carlingford, Warrenpoint, and Rostrevor (*Great Northern Hotel* at Warrenpoint); thence to Kilkeel; then along the coast to Newcastle (*Slieve Donard Hotel*); to Downpatrick, Strangford, and Portaferry to Newtownards (*Londonderry*

Arms); to Belfast, Carrickfergus to Red Bay and Cushendall (*Glens of Antrim Hotel*): to Cushendun and along coast, under Fair Head inland to Ballycastle (*Marine Hotel*); so to Ballintoy and the Giant's Causeway to Portrush (*Portrush Hotel*, comfortable, not expensive); then follow the road due south to Coleraine and Limavady (*Alexander Arms*); Londonderry and Strabane (*Abercorn Arms*); thence to Ballybofey (*McGee's*) and Donegal (*Adair Arms*); then work through Killybegs to Ardara (*Nesbitt Arms*); to Glenties (*O'Donnell's*) and Lettermacanvan; then to Gweedore (*Gweedore Hotel*) through the Rosses; and on to Sheephaven and Carrigart (*Rosapenna Hotel*); thence via Mulroy Bay to Rathmullen and across to Buncrana (*Lough Swilly Hotel*). Thence rail or road to Lifford and Omagh (*White Hart*) and train to Dublin. June is the best month for this tour, and then September. Information on touring can be obtained from Mr. F. W. Crossley, Irish Tourist Development, 118 Grafton street, London.

BAVARIAN CASTLES, SALZKAMMERGUT, AND TIROL.—To include Nuremberg, the route is via Heidelberg and Würzburg, Nuremberg (*Hotel de Württemberg*), Munich (*Hotel Bayrischerhof*). To see the Bavarian castles, train thence to Füssen, changing at Biessenhofen. The three castles of Hohenschwangau, Neuschwanstein, and Linderhof can all be visited from Füssen (*Hotel Bayrischerhof*), and one can then drive through Reutte and Lermoos to Nassereit (*Hotel Post*, for the night), and next day through Telfs to Innsbruck (*Hotel Tirol*). At least five days should be taken for the journey between Munich and Innsbruck.

SUMMER IN THE BAVARIAN HIGHLANDS.—"We left the *train de luxe* at Würzburg, and went on to Munich (*Hotel Bellevue*, comfortable, but in a very noisy situation). On our way to Innsbruck we stayed a day at Rosenheim to visit the wonderful palace at Herrenchiemsee. The trip could be easily done in a day from Munich by special return ticket, or *en route* to Garmisch or Innsbruck. Train from Rosenheim to Prien, change for Stock, thence by steamer. The *Bayerischerhof* at Rosenheim is Cook's hotel, and a long way out of the town. We stayed at a little German inn, the *Wendelstein*, very cheap, but rather rough. We went on to Innsbruck next day, and arranged with the porter at the *Hotel Tirol* for a carriage and pair of horses to drive to Garmisch (fare 160kr.). A clear understanding should be made with the driver that he takes you to Linderhof, or he will demand an extra sum for doing so when you are half-way. We started at 7 a. m., arriving at Lermoos (*Hotel Post*) between 8 and 9 p. m. Next day we started at eight for Hohenschwangau; stayed at the *Hotel Schwansee* (very comfortable). The two palaces of Hohenschwangau and Neu Schwanstein are only a few minutes' walk from the *Hotel Schwansee* and well worth visiting. We started at 8 a. m. back to Reutte, and lunched at the *See Spitz Gasthof*. From there onward was almost the loveliest part of our drive, which was exceptionally beautiful throughout. Not finding a suitable hotel at Partenkirchen (the *Stern* being very expensive), we moved on to the *Villa Bethell* at Garmisch, very comfortable, and the proprietor gave us every assistance in making the various excursions in that neighborhood. The *Hotel Alpenhof* there is good. Garmisch is warm, but has most exquisite scenery and lovely walks; there is always shade by the river. It is quite the prettiest place I have ever seen. We returned direct to Munich by rail." (From a *Queen* reader.)

BLACK FOREST. Go through to Freiburg (*Hotel Pension Beau Séjour*) via Dover, Calais, Metz, and Strassburg. £5 1s. 2d. first single, £3 14s. 3d. second single. Thence by the Höllenthal Railway to (eighteen miles) Titisee (*Hotel Titisee*, from 6 marks), a pleasant summer resort at an altitude of 2,800 feet. (For summer.)

A TEN DAYS' TOUR AMONG THE FRENCH CHATEAUX. — Apply to the Orléans railway company for their programme of circular tickets in Touraine. Tours: *Hotel de l'Univers* (best); *Grand Hotel du Commerce* (rooms from 3fr.). Blois: *Hotel de France* (best); *du Château* (cheaper). Amboise: *Lion d'Or*. Loches: *Hotel de France*. Nevers is also an interesting town to stay in, with beautiful surrounding scenery (*Hotel de France*). A good guide book is Joanne's "La Loire" (Hachette, 18 King William street).

DOLOMITES.—Route from Finhaut (*Grand Hotel*) is via Lausanne, Berne, Zürich, the Arlberg, and Innsbruck. Thence via Franzensfeste to Niederdorf, from which one should visit the Pragser Wildsee (*Hotel Wildsee Prag*), one of the most lovely spots in the Dolomites. It is at 4,850 feet, and the air is deliciously pure and bracing. It is easy of access, being only about seven miles from Niederdorf by a good road. The hotel is in connection with the *Adler*, at Niederdorf, and the *Stadt München*, at Meran. Another good center for a stay is Cortina (*Hotel Cristallo* or *Hotel Faloria*). Continuing from Niederdorf by train to Toblach, drive to Cortina, an ideal place for good walkers. Thence by carriage through Pieve di Cadore (*Hotel Progresso*), Longarone, and Belluno, which, if possible, should be reached for a Saturday, as the town is alive with quaintly-costumed peasants for market day. Train from Belluno to Feltre; drive to Tezze; train Roncegno (*Grand Hotel*), and on via Trent, to

Botzen (*Hotel Victoria*), where one should not fail to make the excursion to the Karersee (*Karersee Hotel*) before going on to Innsbruck. The average price per day at good hotels is about 10fr. for a stay of a week or more.

TOUR IN TIROL.—Suggested Dolomites tour: Innsbruck-Bozen (*Hotel Kaiserkrone*, where remain a day or two to allow of a visit to Meran). Go by carriage over the Mendel Pass (*Hotel Penegal*), to Fondo and Dimaro. Thence to Madonna di Campiglio. Stay at the *Hotel Madonna di Campiglio*. Then via Pinzolo, Alle Sarche, Vezamo, to Trient. Next by railway to Roncegno (*Palace Hotel*), and to Tezze, to Feltre by carriage, and to Belluno by rail. Here one enters the real Dolomites. By carriage via Peraroio and Pieve di Cadore to Cortina d'Ampezzo (*Hotel Cristallo*). Make a side trip thence to the beautiful Misurina Lake, continuing the main route via Schluderbach to the rail at Toblach (*Hotel Toblach*) and Bruneck (*Hotel Post*). If weather be fine make the following trip: Leave Bruneck by carriage to Corvara; stay there over night and take a conductor as a guide over the Grodner Toch to Wolkenstein, where spend the night. Next day walk over the Sella Joch to Campitello. Thence take a carriage to Vigo di Fassa, and over the Karerpass to the *Karersee Hotel* and the day after by carriage again to Bozen.

THE LOIRE CASTLES.—A good route for the Loire Castles is Paris (*Hotel Palais d'Orsay*), Orleans (*Hotel St. Aignan*), Blois (*Grand Hotel de Blois*), whence you should visit Chambord (by carriage) before going on to Amboise (*Hotel Lion d'Or*), Tours (*Hotel Univers*) whence visit Chinon and Loches—each about thirty miles by rail—and Chenonceaux (*Hotel du Bon Laboureur*), twenty miles. You can then return to Paris by way of Orleans, or go on to Bourges (*Hotel Boule d'Or*) and Nevers (*Hotel de France*), returning through Glen and Fontainebleau (*Hotel de France et d'Angleterre*), to Paris. The principal stopping places should be Blois and Tours, at each of which three or five days should be spent. One or two days at Orleans, Amboise, Bourges, and Nevers. The other places are visited as one-day excursions from Tours or Blois. Altogether a fortnight is sufficient for the trip, but it can be done in eight days.

FOUR DAYS' TOUR THROUGH "SAXON SWITZERLAND."—First day: Dresden to Schandau (train to Pötscha, walk through Uttewalder Grund to Bastei, carriage through Polenzthal to Schandau). Second day: Schandau to Herrnskretschen (carriage to Liechenstein, walk to Kuhstall, Winterberg, Prebischthor, walk or carriage to Herrnskretschen). Third day: Herrnskretschen to Bodenbach (walk through Edmundsklamm to Rainwiese and Dittersbach, train to Tetschen and Bodenbach). Fourth day: Bodenbach to Königstein (walk to Schneeberg, if possible to Thyssa, to Schweizermühle and carriage to Königstein). Train or steamer back to Dresden.

TOUR IN SPAIN.—ROUTE: Biarritz (*Hotel Victoria*), Burgos (*Hotel del Norte y de Londres*), El Escorial (*Fonda Nueva*), Madrid (*Hotel de Paris*), Cordova (*Hotel Orient*), Seville (*Hotel de Paris*), Cadix (*Hotel de France*), Tangier (*Hotel Continental*), Gibraltar, for Algeciras (*Hotel Reina Cristina*) via Bobadilla to Malaga (*Hotel Regina*); via Bobadilla to Granada (*Hotel Washington Irving*); via Bobadilla, Cordova, and Alcazar, to Valencia (*Hotel Roma*), Barcelona (*Gran Hotel Colon*). (Best hotels).

Visitors to Venice will now have the pleasure of seeing the Campanile, which has been restored after the great collapse of eight years ago. The change, however, is not altogether a pleasant one, as the Doge's palace, the facade of St. Mark's, and the buildings bordering on the square were no longer dwarfed and their just proportions could be admitted. However, the salient point of the view of Venice from the sea was lost without it, so that on the whole it was the part of wisdom to restore it. The utmost care was taken to obtain bricks of the same size and color as those in the old structure, so that from the outside the Campanile to the Venetians seems identical with the one it replaces. On the inside, however, cement and iron work have been used to secure greater lightness and cohesion. If in course of time the Campanile should give way, it will not crumble in a heap as the old one did, but will fall in a solid mass and will inevitably smash whatever is in its way. The graceful Loggetta of Sansovino, which will still decorate the base of the Campanile, was severely injured but not ground to pieces when the tower fell, but the pieces have been put together with that patience and intelligence which seem to be the natural heritage of these gifted people. Only one of the bells of St. Mark escaped destruction. The other four were cast again at the expense of Pope Pius X, who was Patriarch of Venice when the Campanile fell. When the bells were finished they were taken to the Campanile workyard in order to be tuned. As soon as the music of the chimes was heard, from lip to lip rang the cry "The bells of San Marcorom! The bells of San Marcorom!", and in a few minutes the square was full of an eager and enthusiastic crowd. The bells will be ready to peal their welcome on St. Mark's day in 1911. The Campanile will be fully completed by that time.

CAPRI should be visited from Naples by boat. Get information from the hotel. The cost of a trip to the surrounding points from Naples, including the sojourn in the city should not exceed $15.00.

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MISCELLANEOUS INFORMATION*

NOTABLE EUROPEAN EVENTS IN 1910

There are a number of notable events which take place in Europe during 1910. The Passion Play is, of course, by far the most interesting. The writer is afraid, however, that by the time this book is in the hands of the tourist all of the accommodations for the regular dates at least will have been engaged, and the number of disappointments is

Munich and Oberammergau

sure to be large. Therefore no general description of the Passion Play will be given other than to publish a scale map of the country around Oberammergau and give a plan of the amphitheatre, together with some general hints based on the experience of the writer, who has had the pleasure of seeing the Passion Play on another occasion. It is useless to expect to secure accommodations without making arrangements in advance with one of the large tourist companies, such as Thos. Cook & Son, or a local firm of tourist agents in Munich. Schenker & Co., 16, Promenadeplatz, to whom applications should also be addressed for the festival performances of the Richard Strauss dramas in the Prinsregententheater, which will take place June 23, 24 and 26; also three concerts in Musikfesthalle der Anstellung on June 25, 27 and 28; also two matinees in the Münchener Künstlertheater of songs and chamber music. These productions will be given with great care and should be seen and heard by all who can be in Munich at that time. A good seat costs about $5.00 for a single performance. There will also be a Richard Wagner-Mozart festival at Munich in 1910 at the Prinz Regent Theater. The operas begin on the 28th of July and the last performance will be given on the 9th of September. There will be three performances of the Ring. The price of admission for the Ring is $22.00 for four evenings and the other performances are $5.50 each. The Mozart festival plays will be given at the Royal Residence Theater. The first performance is given on the 27th of July and the last one on the 8th of September. Good seats cost about $5.50. There will also be festival plays of the Deutsches Theater (Berlin) Company in the Künstlertheater, Munich, from August to September. Seats should be secured in advance as far ahead as possible. A really good seat costs about 10 marks. For information as to all of these musical and dramatic events in Munich address Schenker & Co., as suggested above.

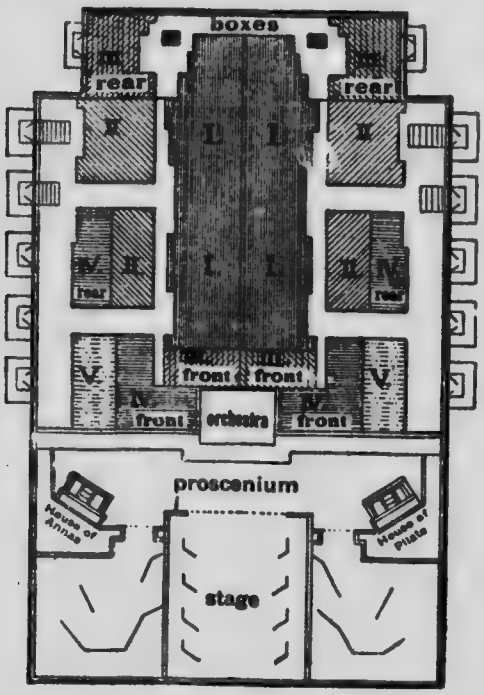
THE PASSION PLAY OF 1910

The Passion Play dates from 1633, when Oberammergau was visited by the plague. The inhabitants then took a vow that if the devastation in their village ceased they would perform a Passion Play every ten years. The plague diminishing, they were as good as their word, and each ten years has seen a season of the strangest drama the world has ever seen, with the exception of the year 1870, when the needs of Germany called the able-bodied men to arms. The writer deems it particularly fortunate that he saw the Passion Play in 1890, before it lost its pristine condition. It has now, unfortunately, become largely commercialized. The trip was formerly a very arduous one, owing to the fact that there was no railroad to the little Bavarian village. Now, however, all has been changed and it is possible to go directly from Munich. The trip takes about three hours. A change of cars is made at Murnau, where the narrow-gauge railway climbs the mountain to Oberammergau, which is 1,334 meters above the level of the sea. The village consists

*This information is intended only for use during the travel season of 1910, and these pages are detached so that they can be removed without injury to the book.

of only about 1,400 inhabitants, and consequently the entertainment of the visitors is a serious problem. The accommodations are largely in the hands of tourist agents, and if they perform their task as well as they did twenty years ago, there would be little cause of complaint. The performances begin at eight in the morning and conclude at 6 p. m., with an interval of two hours for refreshments. The following is a schedule of days, weather permitting: May 11, 16, 22, 29, June 5, 12, 19, 24, 26, 27, July 3, 10, 17, 20, 24, 27, 31, August 3, 7, 10, 14, 17, 21, 24, 28, 31, September 4, 8, 11, 18, 25.

In the event of the number of visitors exceeding the accommodation afforded by the theatre, a special representation will be given on the following day.



Plan of the Auditorium at Oberammergau

The old wooden playhouse of former years has been demolished and one of iron has been erected in its place for the representations of 1910. The new building, which will seat 6,000 spectators, is, like its predecessor, roofed over, except the stage end, which is still left open to the sky and to the mountains, to heighten the illusion.

The prices charged for admission to each representation are from 2 to 10 marks each person.

One-third of the amount of the tickets goes for the necessary expenses of the performances and the building, one-third is divided among the performers and one-third goes to the village authorities for permanent improvements. Anton Lang, who plays the part of Christ, is not, strange to say, a wood-carver, which is the vocation of most of the inhabitants of Oberammergau, but he is a potter. June and September are the best months in which to see the play; July and August is very crowded. It is not absolutely necessary to pass the night at Oberammergau, as it is possible to start at 5 a. m. from Munich and still see the play. There is no object in passing the night at Oberammergau after the performance has been finished, if one can possibly get away, as the accommodations are very limited and very primitive, and the visitor will probably not be very comfortable. The performance is a very splendid one. No one should under any circumstances miss this play. Many cross the Atlantic with this specific end in view. It should be noted that the hotels in Munich will be crowded to their utmost capacity and no one should think of going to Munich without giving the hotel proprietors at least two weeks' notice. After the hotel has been selected, write the proprietor, enclosing 5 marks for each member of the party; state exactly the class of accommodations that is required. Photographs of the performance, scenes, etc., have always been very expensive during the play season. They should, however, be gotten on the spot or in Munch, as they are not readily obtainable elsewhere.

THE BRUSSELS UNIVERSAL AND INTERNATIONAL EXHIBITION. APRIL TO NOVEMBER, 1910

The Universal and International Exhibition will open in Brussels, Belgium, in April, 1910, and will last about six months. The site of the Exhibition is in the new quarter of the Avenue Louise, ski. ' by the grand old beech trees of t. Bois de la Cambre, a favorite resort of the inhabitants of the Belgian capital. From its position at the junction of the main lines of communication of Europe, and its being the capital of one of the most densely populated countries of the world, it would seem that Brussels is an ideal place for an exposition. It includes in broad lines, artistic, scientific, industrial, commercial, and colonial sections. Cities where expositions are held are apt to be crowded during the period when the exposition is open. The minor expositions are of relative interest with the great expositions, such as those of Paris in 1900 and Chicago in 1893. One thing in which the visitor will not be disappointed is the art exhibition, which is always, even in small expositions, apt to be of the greatest possible interest.

RACING CALENDAR, ENGLAND, 1910.

(*Steeplechase Meetings in italics.*)

		No. of Days.
	June.	
4	Kempton Park 1st Summer	1
6	Lewes	2
6	Birmingham	2
8	Lingfield Park	2
8	Beverley	2
10	Gatwick Summer M	2
10	Hull	2
14	Ascot	4
18	Windsor June M	1
21	Newbury Summer M	2
21	Newcastle Summer M	3
23	Folkestone	1
24	Sandown Park 1st Summer	2
28	Carlisle Summer M	2
28	Newmarket 1st July M	4
30	Worcester	2
	July.	
2	Alexandra Park	1
4	Nottingham July M	2
5	Bibury Club M	3
6	Pontefract Summer M	2
8	Lingfield Park Summer M	2
8	Haydock Park July M	2
12	Newmarket 2nd July	3
15	Sandown Park Eclipse M	2
18	Leicester Summer M	2
18	Ayr	2
20	Liverpool July M	3
20	Windsor July M	2
22	Hurst Park Summer	2
26	Goodwood	4
30	Alexandra Park	1
	August.	
1	Sandown Park	1
1	Birmingham	2
1	Ripon	2
2	Brighton August M	3
3	Hull	2
5	Lewes Summer M	2
5	Haydock Park August M	2
8	Nottingham August M	2
10	Kempton Park 2nd Summer M	2
10	Redcar 2nd Summer M	2
12	Windsor August M	2
12	Ayr	2
15	Wolverhampton Summer M	2
16	Stockton Summer M	3
17	Folkestone Summer M	2
19	Hurst Park August M	2
23	York August M	3
26	Gatwick August M	2
29	Bath	2
31	Derby Summer M	3
1	*Hooton Park*	1
1	*Newton Abbot*	2
24	*Devon and Exeter M*	2
31	*Plymouth*	2
	September.	
3	Kempton Park September M	1
6	Doncaster September M	4
10	Alexandra Park	1
10	Hull	1
12	Warwick Autumn M	2
14	Western M. (Ayr)	3
14	Yarmouth	2
16	Manchester September M	2
17	Hurst Park Autumn M	1
20	Lingfield	1
21	Windsor	2
21	Pontefract Autumn M	2
23	Newbury Aut. M	2
27	Newmarket 1st October M	4
27	Lanark	2
29	Edinburgh	2
5	*Shirley*	1
8	*Totnes*	2
19	*Colwell Park*	1
22	*Perth Hunt*	2
26	*Wolverhampton*	2
26	*Wye*	1
	October.	
1	Alexandra Park	1
3	Nottingham Autumn M	2
4	Folkestone	2
5	Leicester	2
7	Kempton Park Autumn M	2
7	Haydock Park Autumn M	2
10	Wolverhampton	1
11	Newmarket 2nd October	4
15	Lingfield Park	1
18	Gatwick October M	2
18	Newcastle Autumn M	2
20	Sandown Park Autumn M	2
20	Thirsk Autumn M	2
22	Stockton	1
25	Newmarket Ho. M	4
27	Worcester Autumn M	2
28	Bogside	2
29	Folkestone	1
31	Birmingham	2
5	*Hexham*	1
12	*Monmouth*	2
17	*Uttoxeter*	2
20	*Cheltingham*	2
22	*Sandown Park*	1
24	*Nottingham*	2
28	*Eglinton H. (Bogside)*	2
31	*Wetherby*	1
	November.	
2	Newbury Autumn M	2
4	Lingfield Park Autumn M	2
7	Lincoln Autumn M	2
9	Liverpool Autumn M	2
14	Leicester November M	4
16	Derby Autumn M	3
19	Lewes	1
21	Warwick November M	3
24	Manchester November M	3
5	*Hawthorn Hill*	1
5	*Hooton Park*	1
5	*Cardiff*	1
7	*Wye*	1
7	*Colwall Park*	1
9	*Liverpool*	4
10	*Newport (Mon.)*	2
25	*Portsmouth*	2
28	*Birmingham*	2
28	*Aldershot*	2
30	*Leicester*	2
	December.	
2	*Kempton Park*	2
5	*Newbury*	2
7	*Gatwick*	2
9	*Sandown Park*	2
9	*Haydock Park*	2
12	*Nottingham*	2
13	*Plumpton*	1
14	*Windsor*	2
16	*Lingfield*	2
19	*Folkestone*	2
19	*Southwell*	1
26	*Kempton Park*	2
26	*Wolverhampton*	2
26	*Hooton Park*	1
26	*Newton Abbot*	1
28	*Newbury*	2
30	*Hurst Park*	2

IDENTIFICATION BLANK.

JE M'APPELLE .....
My name is

JE SUIS AMÉRICAN (ÉTATS UNIS)
I am an American

J'HABITE Á .....
I am staying in *Give name of City*

S'IL M'ARRIVE UN ACCIDENT, PRIÈRE DE PRÉVENIR
In case I meet with an accident, please notify

IMMÉDIATEMENT PAR TÉLÉGRAMME
immediately by telegraph (cable) *Registered Code word*

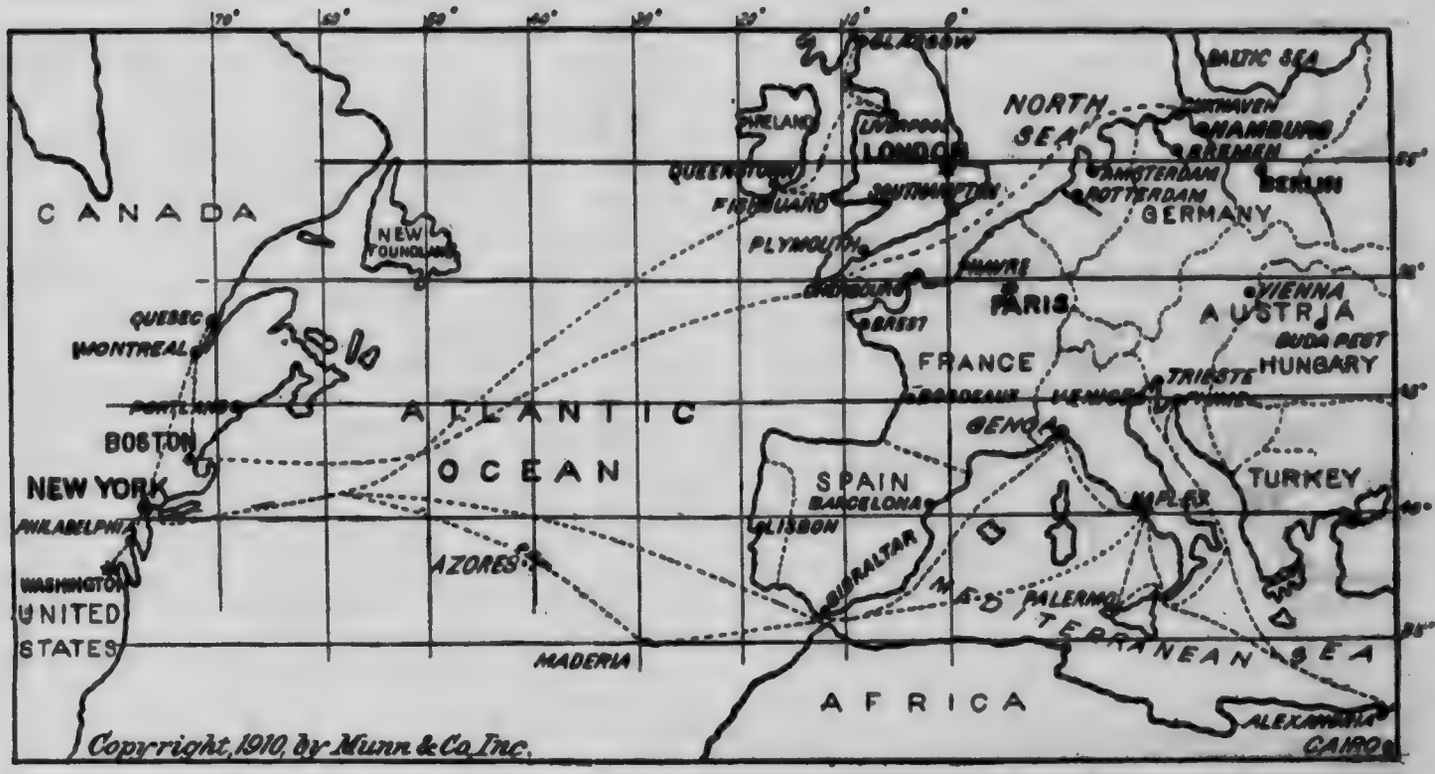
MR. .....

If you have a small photograph as recommended elsewhere, attach it here.

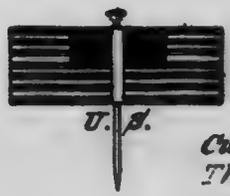
.....

.....

If you travel by yourself, you will do well to fill in this Blank and carry it always with you—in this book or detached from it.



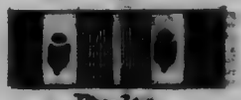
Day of Week.	Date.	Weather.	Course.	Latitude.	Longitude.	Distance Ran.	Remarks.


U. S.

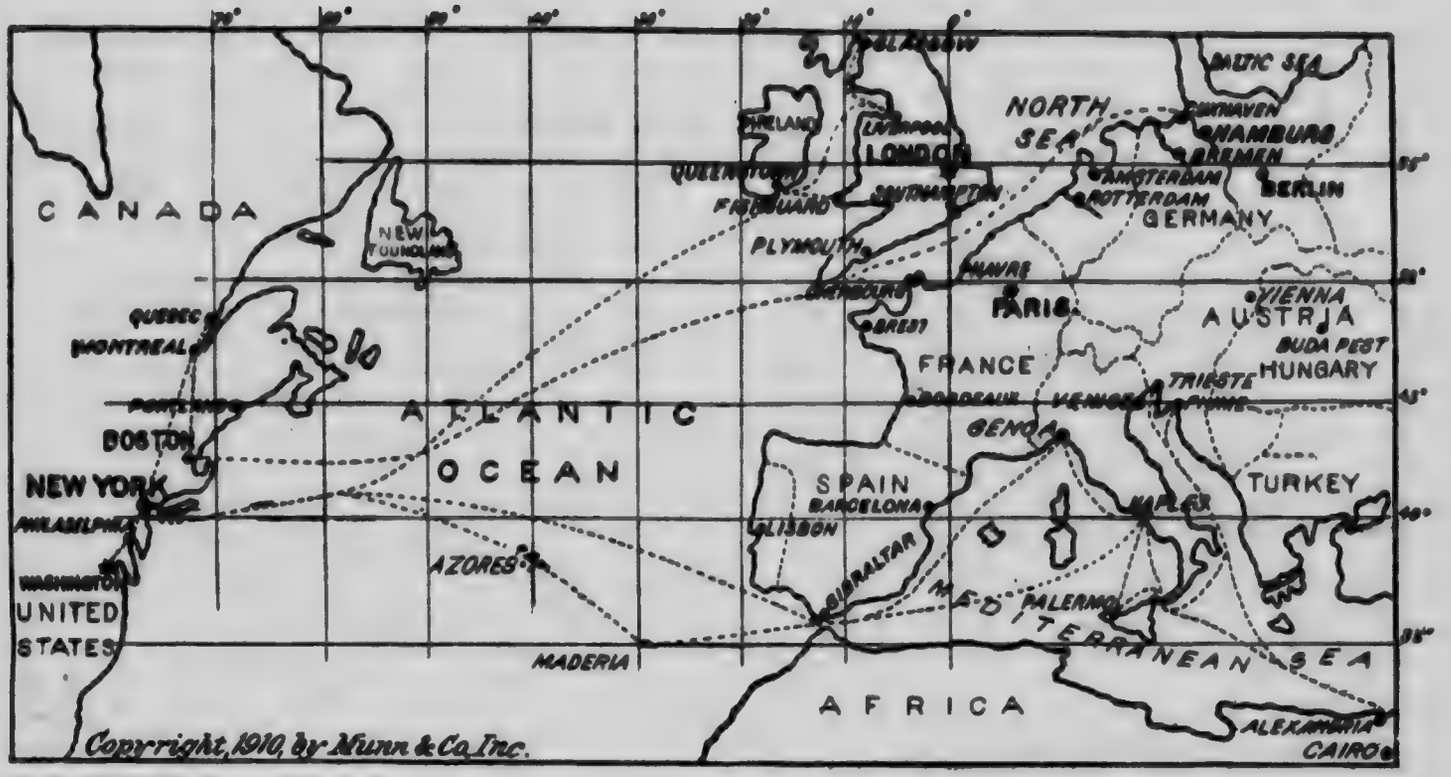
G. Britain.

Germany.

France.


Italy.

Cut out and use the same Flag which your Ship is flying. Plot your course daily. The flags are made double so as to fold around a pin.



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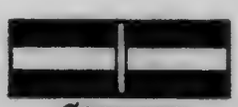
Day of Week.	Date.	Weather.	Course.	Lattitude.	Longitude.	Distance Ran.	Remarks.

U. S.

G. Britain.


Germany.

France.

Italy.

Cut out and use the same Flag which your Ship is flying. Plot your course daily. The flags are made double so as to fold around a pin.

OMNIBUS AND TRAMWAY PLAN OF PARIS

It has been found absolutely impossible to insert all the Omnibus and Tramway routes without encrouching the plan. A few routes omitted in the plan are mentioned in the Table below, they are marked with an

How to use the Plan. *Example :* A person at the Gare St.-Lazare wishes to go to the Louvre. Take Line A. M. (from Montmartre to St.-Germain-des-Prés). This line starts from the spot marked A. M. and finishes at another spot marked also A. M. At close intervals along its route are small letters A. M. The plan indicates clearly that this omnibus passes by the gare St.-Lazare and the Louvre.

N.-B. — *Monuments, Theatres, Libraries and other places of interest on (or near to) the route of an omnibus or tramway are indicated in the Table. (See "Omnibus" in section General Information).*

TABLE OF OMNIBUS ROUTES

F. This line runs from PLACE WAGRAM to the BASTILLE, *via* Bd. de Courcelles, Gare St.-Lazare, Place de l'Opéra, Bourse, Bank of France, Grand Central Markets (Halles).

H. From BATIGNOLLES (Av. de Clichy) to the ODÉON Theatre (Luxembourg Gardens), *via* Place Moncey, Notre-Dame-de-Lorette Church, Bd. des Italiens, Rue Richelieu, (National Library), Théâtre Français, Louvre, St.-Pères Bridge over the Seine, Bd. St.-Germain, St.-Germain-des-Prés Church, St.-Sulpice Church.

A. L. From GARE DES BATIGNOLLES to GARE MONTPARNASSE, *via* Gare St.-Lazare, Madeleine, Place de la Concorde, Boulevard St.-Germain (near Bon Marché Stores).

A. C. From GARE DU NORD to PLACE DE L'ALMA *via* rue Lafayette, rue Drouot, Bd. des Italiens, Opera Comique Theatre, Credit Lyonnais, Maison de Blanc, Bd. des Capucines, Grand Opera, Bd. de la Madeleine, rue Royale, Place de la Concorde, Champs-Elysées.

A. K. From GARE ST.-LAZARE to GARE DE LYON, *via* rue du Havre, (Printemps Shops), rue Auber (Grand Opera), the Grand Boulevards, Place de la Republique, Bd. Voltaire, the Bastille.

E. From the MADELEINE to the BASTILLE *via* the Grand Boulevards, pl. de la Republique.

A. M. From MONTMARTRE to ST.-GERMAIN-DES-PRÉS, *via* Pl. Clichy, (Belle Jardinière Stores), Gare St.-Lazare, Opéra, avenue de l'Opéra, Theatre Français, pl. du Carrousel (Louvre) across the river (Pont du Carrousel).

A. F. PANTHÉON—COURCELLES, *via* Pantheon, Bd St.-Michel, Odéon Theatre, St.-Sulpice Church, Bd. St.-Germain (near Bon Marché stores), Chamber of Deputies, Place de la Concorde, Madeleine, S.-Augustin Church, av. de Messine (Parc Monceau).

A. B. From PASSY to the BOURSE, *via* av. Henri Martin, place de l'Etoile (Arc de Triomphe), r. du Faubourg Saint-Honoré, Palais de l'Elysée, British Embassy, La Madeleine, place de l'Opéra, rue du 4-Septembre.

D. From LES TERNES to Bd. des FILLES DU CALVAIRE, *via* place des Ternes, Saint-Philippe-du-Roule Church, La Madeleine, rue Saint-Honoré, Palais-Royal-Louvre, Halles Centrales (Central Markets), Bd. de Sebastopol.

X. From VAUGIRARD to the GARE ST.-LAZARE *via* Bd. du Montparnasse, rue de Sèvres, rue du Bac (Bon Marche Stores), Bd. Saint-Germain, Tuileries Gardens, Marché Saint-Honoré, Bd. de la Madeleine, rue Tronchet.

● From TROCADÉRO to GARE DE L'EST, *via* place d'Iéna (Statue of Washington; Musée Guimet) rue Pierre-Charron, Champs-Elysées, Saint-Philippe-du-Roule Church, Saint-Augustin Church, Gare St.-Lazare, La Trinité Church, rue Lafayette.

● From RUE DE SÈVRES to GARE DU NORD, *via* rue des Saints-Pères, Saint-Germain-des-Prés Church, rue du Louvre (near Louvre Grand Stores), place des Victoires, Bourse.

● From GRENELLE (JAVEL) to GARE ST.-LAZARE *via* Bd de Grenelle, Military School, Chamber of Deputies, place de la Concorde, La Madeleine

TABLE OF TRAMWAY ROUTES

B. A. From AUTEUIL to the MADELEINE *via* the Trocadéro, Arc de Triomphe, avenue Friedland, Bd. Haussmann, St.-Augustin Church, Gare St.-Lazare.

B. C. From COURS DE VINCENNES to the LOUVRE *via* place de la Nation, the Bastille, the Hôtel de Ville (City Hall), the Châtelet (Sarah-Bernhardt Theatre) (Belle Jardinière Stores), Saint-Germain-l'Auxerrois Church, Louvre.

B. D. From COURS DE VINCENNES to ST.-AUGUSTIN Church *via* rue des Pyrénées, place Gambetta, Rond-Point de la Villette (Stock Yards), rue Lafayette, rue de Châteaudun, La Trinité Church, Gare St.-Lazare.

B. E. From ETOILE (Arc de Triomphe) to MONTPARNASSE *via* avenue Marceau, Place de l'Alma (Alma Bridge), avenue Bosquet, Ecole Militaire (Military School), Saint-François-Xavier Church, St.-Louis-des-Invalides Church (Tomb of Napoleon), Bd. des Invalides, rue de Sèvres (change here for Bon Marché stores) Bd. du Montparnasse.

O. From MONTPARNASSE (station) to the BASTILLE, *via* avenue de l'Observatoire (Observatory), Gobelins Manufactory, Gare d'Orleans (Austerlitz station), Jardin des Plantes.

B. F. From ETOILE (Arc de Triomphe) to LA VILLETTE, *via* avenue Wagram, place des Ternes, Bd. de Courcelles (Park Monceau), Bd. des Batignolles, place Clichy (Place Clichy Stores; Belle Jardinière Stores) place Pigalle, Bds. de Rochechouart, de la Chapelle.

B. G. From LA MADELEINE to COURBEVOIE, *via* Bd. Malesherbes, Saint-Augustin Church, Parc Monceau, place Malesherbes, av. de Villiers, place Pereire.

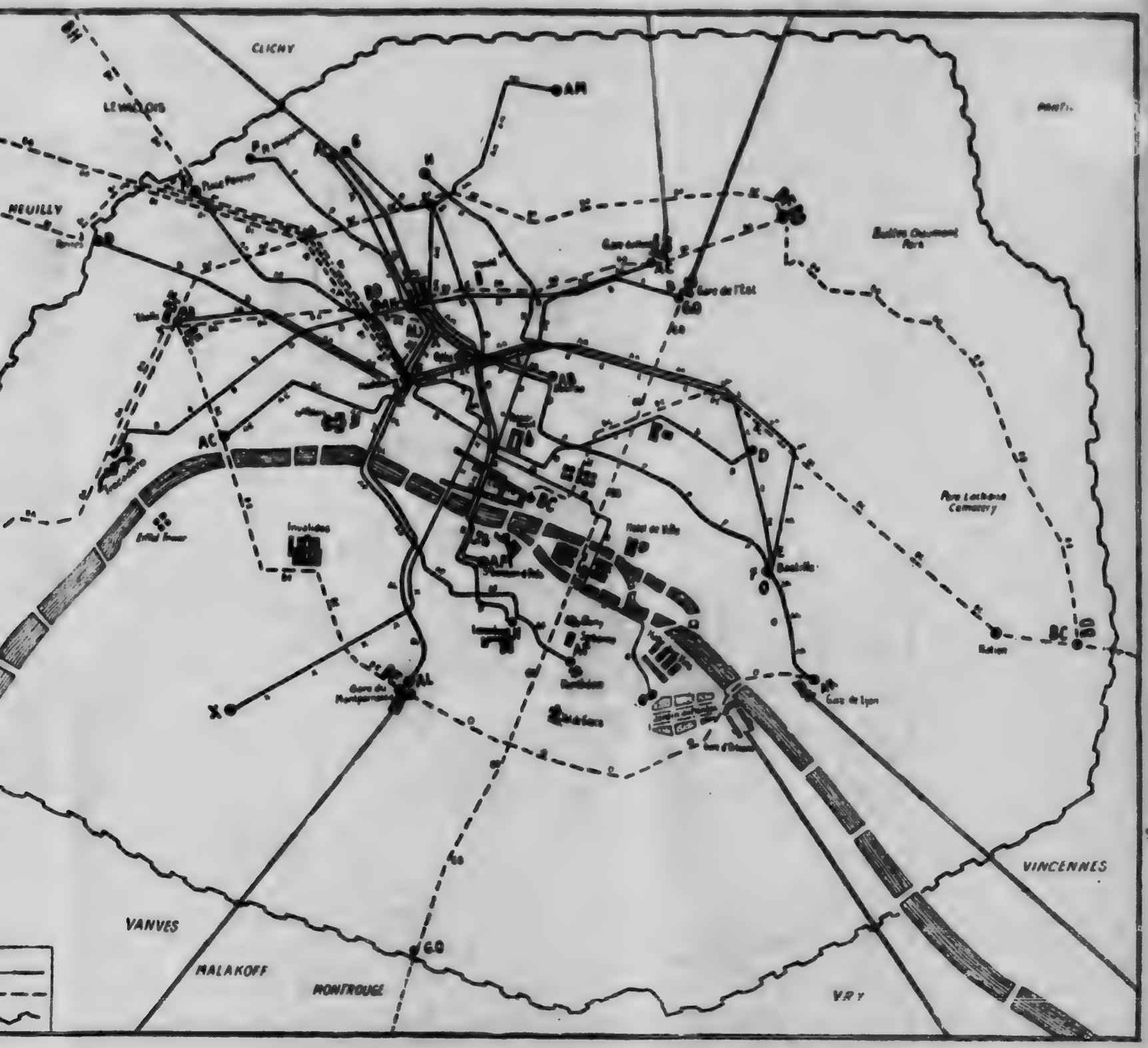
B. H. From LA MADELEINE to LEVALLOIS, *via* Bd. Malesherbes, Saint-Augustin Church, Park Monceau, place Malesherbes, av. de Villiers, place Pereire.

B. I. From LA MADELEINE to NEUILLY, *via* Bd. Malesherbes, Saint-Augustin Church, Parc Monceau, place Malesherbes, av. de Villiers, place Pereira.

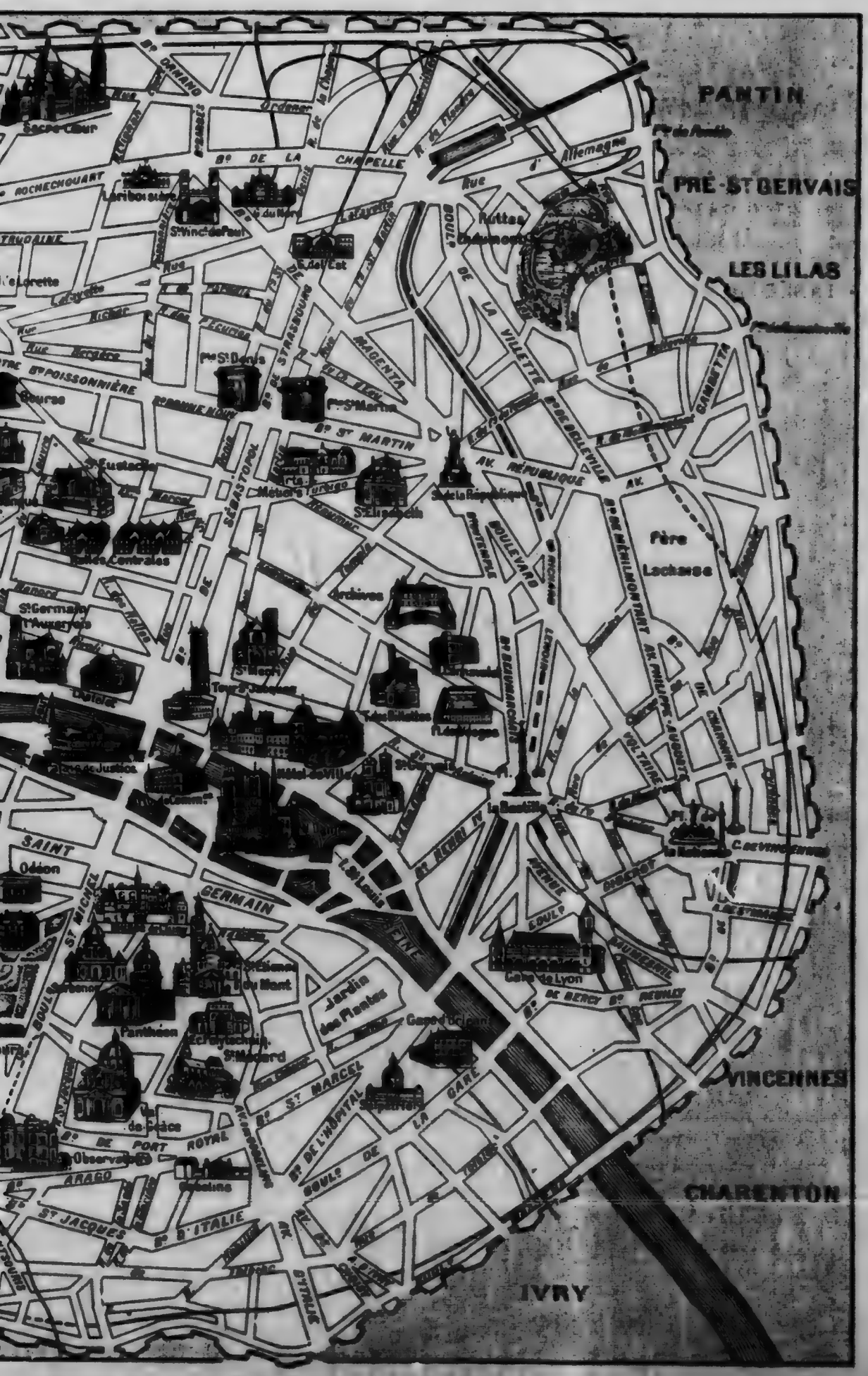
● From MONTROUGE to GARE DE L'EST, *via* av. d'Orléans, place Denfert-Rochereau, the Observatory, Bd. St.-Michel (Luxembourg Gardens), Pantheon; Odéon Theatre, Cluny Museum, Palace of Justice, (Alight here for Notre Dame Cathedral) Châtelet, Sarah-Bernhardt Theatre, Bd. de Sebastopol, Bd. de Strasbourg.

● From RUE TAITBOUT to LA MUETTE *via* Bd. Haussmann (Galeries Lafayette Stores), Opéra, Printemps Stores, near gare Saint-Lazare, St.-Augustin Church, Arc de Triomphe, av. Henri-Martin and skirting the Bois de Boulogne.

● From PASSY to HÔTEL DE VILLE *via* Passy Station (Belt railway) Trocadero, place de l'Alma, place de la Concorde, the Tuileries Gardens, place du Carrousel, Louvre, Châtelet. Alight here for Notre Dame Cathedral.


CLICHY
LEVALLOIS
NEUILLY
Place Pereire
Gare de l'Est
Bastille
Gare de Lyon
Gare du Montparnasse
Invalides
Eiffel Tower
Hôtel de Ville
Pere Lachaise Cemetery
Nation
VINCENNES
VANVES
MALAKOFF
MONTROUGE
VRY

PARIS
MONUMENTAL
CLICHY
ST OUEN
LEVALLOIS-PERRET
NEUILLY
BOIS DE BOULOGNE
ISSY
VANVES
MALAKOFF
MONTROUGE
Arc de Triomphe
Champ de Mars
Tour Eiffel
Trocadéro
Palais Royal
Tuileries
Louvre
Opéra
Gare St Lazare
Gare Montparnasse
Palais Bourbon
Les Invalides
Esplanade des Invalides
Pont de Neuilly
Pont de Sèvres
Pont de la Concorde
Pont de l'Alma
Pont de l'Iéna
Pont d'Austerlitz
Pont de Bercy
Pont de Grenelle
Pont de Suffren
Pont de l'Alma
Pont de la Tournelle
Pont de Sèvres


PANTIN
PRÉ-ST GERVAIS
LES LILAS
VINCENNES
CHARENTON
IVRY
Sacré-Cœur
Bd DE LA CHAPELLE
ROCHECHOUART
Lariboisière
St Vinc. de Paul
Ruttes Chaumont
Bd DE LA VILLETTE
Bd DE BELLEVILLE
Bd DE MÉNILMONTANT
Père Lachaise
Bd POISSONNIÈRE
Bourse
Pte St Denis
Pte St Martin
Bd St MARTIN
AV. RÉPUBLIQUE
St Elisabeth
Halles Centrales
Archives
St Germain l'Auxerrois
Châtelet
Tour St Jacques
Hôtel de Ville
Palais de Justice
la Bastille
SAINT GERMAIN
Odéon
Jardin des Plantes
Gare de Lyon
Gare d'Orléans
Panthéon
St Médard
Bd St MARCEL
Bd DE L'HÔPITAL
Bd DE PORT ROYAL
Bd St JACQUES
Bd D'ITALIE
Bd DE BERCY
Bd DE LA GARE
Bd DE CHARONNE
Bd DE STRASBOURG
Bd DE SÉBASTOPOL
Bd DE MAGENTA
Bd DE RICHARD LENOIR
Bd DE BEAUMARCHAIS
Bd DE VOLTAIRE
Bd DIDEROT
Bd DE BAUMESNIL
Bd DE NEUILLY
Bd DE CLICHY
Bd DE ROCHECHOUART
Bd DE LA VILLETTE
Bd DE GAMBETTA
Bd DE ARAGO
Bd DE CLAUSEL
Bd DE LA GARE
Bd DE L'HÔPITAL
Bd DE PORT ROYAL
Bd St MICHEL
Bd St JACQUES
Bd D'ITALIE
Bd St MARCEL
Bd St MICHEL
Bd St GERMAIN
Bd DE CHARONNE
Bd DE STRASBOURG
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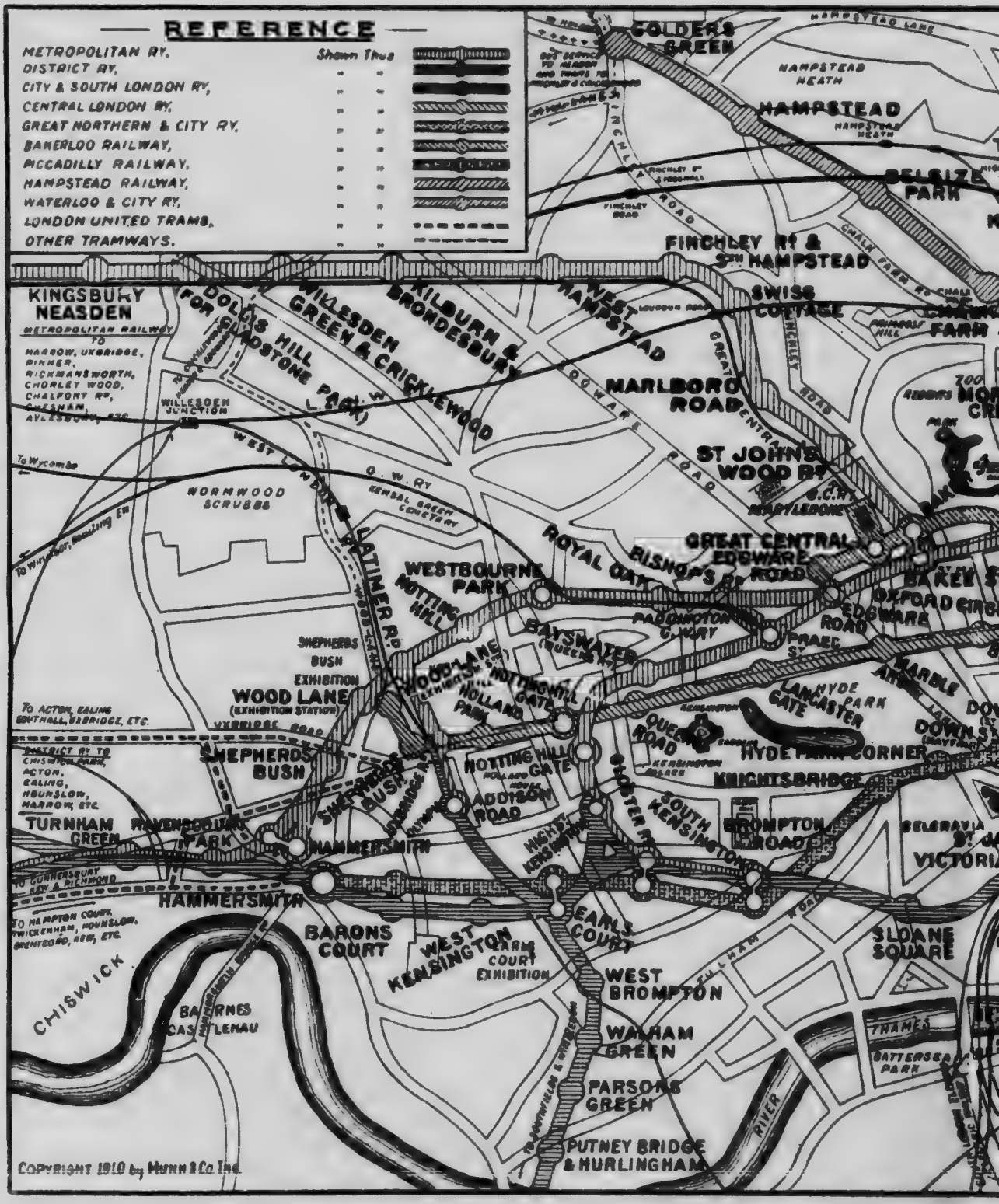
Bd St GERMAIN


REFERENCE
METROPOLITAN RY.
DISTRICT RY.
CITY & SOUTH LONDON RY.
CENTRAL LONDON RY.
GREAT NORTHERN & CITY RY.
BAKERLOO RAILWAY.
PICCADILLY RAILWAY.
HAMPSTEAD RAILWAY.
WATERLOO & CITY RY.
LONDON UNITED TRAMS.
OTHER TRAMWAYS.
Shown Thus
GOLDERS GREEN
HAMPSTEAD HEATH
HAMPSTEAD
BELSIZE PARK
FINCHLEY RD & STH HAMPSTEAD
SWISS COTTAGE
KINGSBURY NEASDEN
METROPOLITAN RAILWAY TO HARROW, UXBRIDGE, PINNER, RICKMANSWORTH, CHORLEY WOOD, CHALFONT RD, CHESHAM, AYLESBURY, ETC.
DOLLIS HILL FOR GLADSTONE PARK
WILLESDEN GREEN & CRICKLEWOOD
KILBURN & BRONDESBURY
WEST HAMPSTEAD
MARLBORO ROAD
ST JOHNS WOOD RD
WILLESDEN JUNCTION
WORMWOOD SCRUBBS
KENSAL GREEN CEMETERY
LATIMER RD
WESTBOURNE PARK
NOTTING HILL
ROYAL OAK
BISHOP'S RD
GREAT CENTRAL
EDGWARE ROAD
BAYSWATER
PADDINGTON G.W.RY
PRAED ST
OXFORD CIRCUS
EDGWARE ROAD
SHEPHERDS BUSH EXHIBITION
WOOD LANE (EXHIBITION STATION)
WOOD LANE
HOLLAND PARK
NOTTING HILL GATE
LANCASTER GATE
HYDE PARK
QUEEN'S ROAD
HYDE PARK CORNER
KNIGHTSBRIDGE
SHEPHERDS BUSH
NOTTING HILL GATE
ADDISON ROAD
SOUTH KENSINGTON
BROMPTON ROAD
TURNHAM GREEN
RAVENSCOURT PARK
HAMMERSMITH
HAMMERSMITH
BARONS COURT
WEST KENSINGTON
EARLS COURT
EARLS COURT EXHIBITION
WEST BROMPTON
WALHAM GREEN
PARSONS GREEN
PUTNEY BRIDGE & HURLINGHAM
SLOANE SQUARE
VICTORIA
CHISWICK
BARNES CASTLENAU
THAMES
BATTERSEA PARK
RIVER
To Wycombe
To Windsor, Reading Ew
To ACTON, EALING SOUTHALL, UXBRIDGE, ETC.
DISTRICT RY TO CHISWICK PARK, ACTON, EALING, HOUNSLOW, HARROW, ETC.
TO GUNNERSBURY KEW & RICHMOND
TO HAMPTON COURT, TWICKENHAM, HOUNSLOW, BRENTFORD, KEW, ETC.
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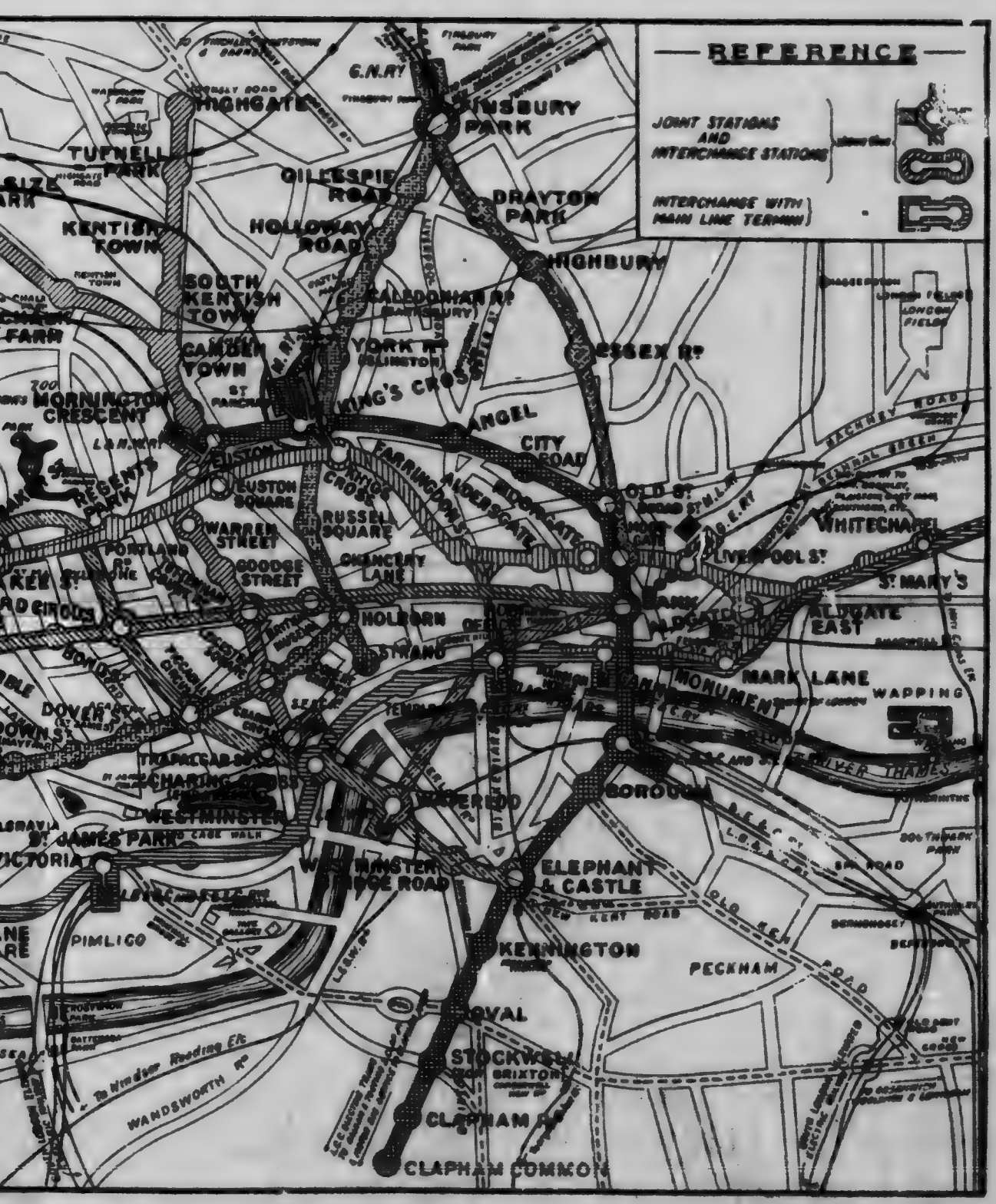
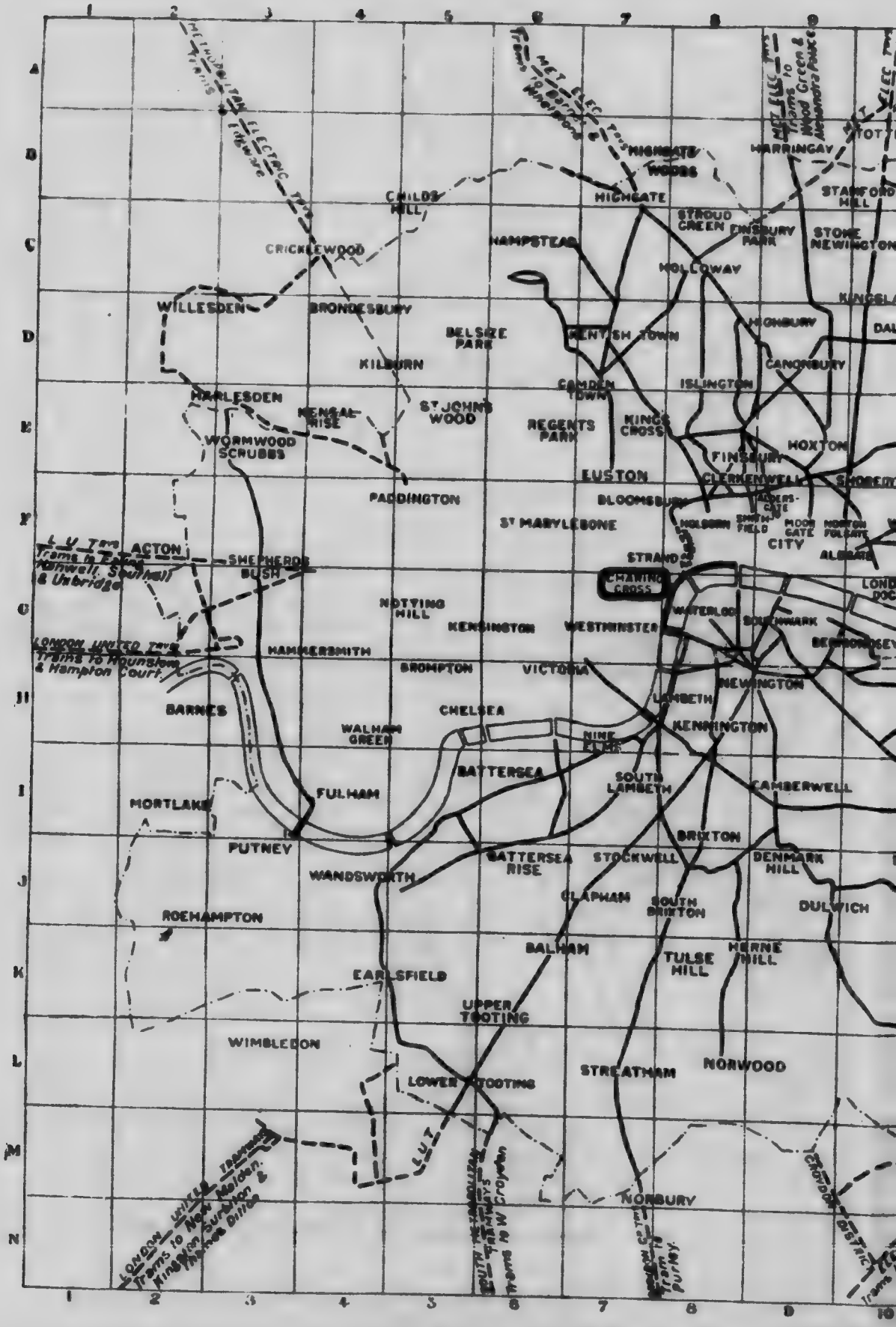
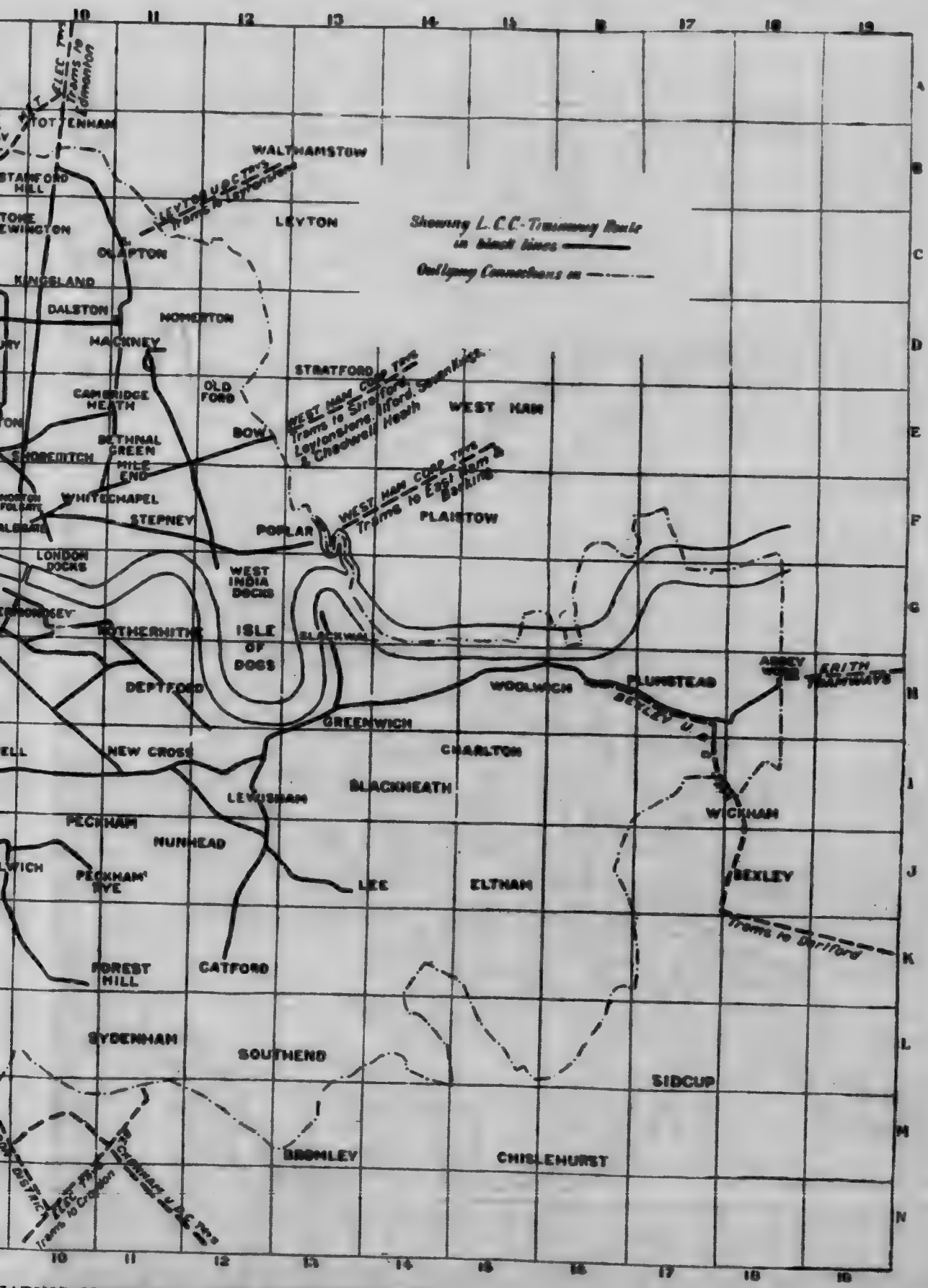
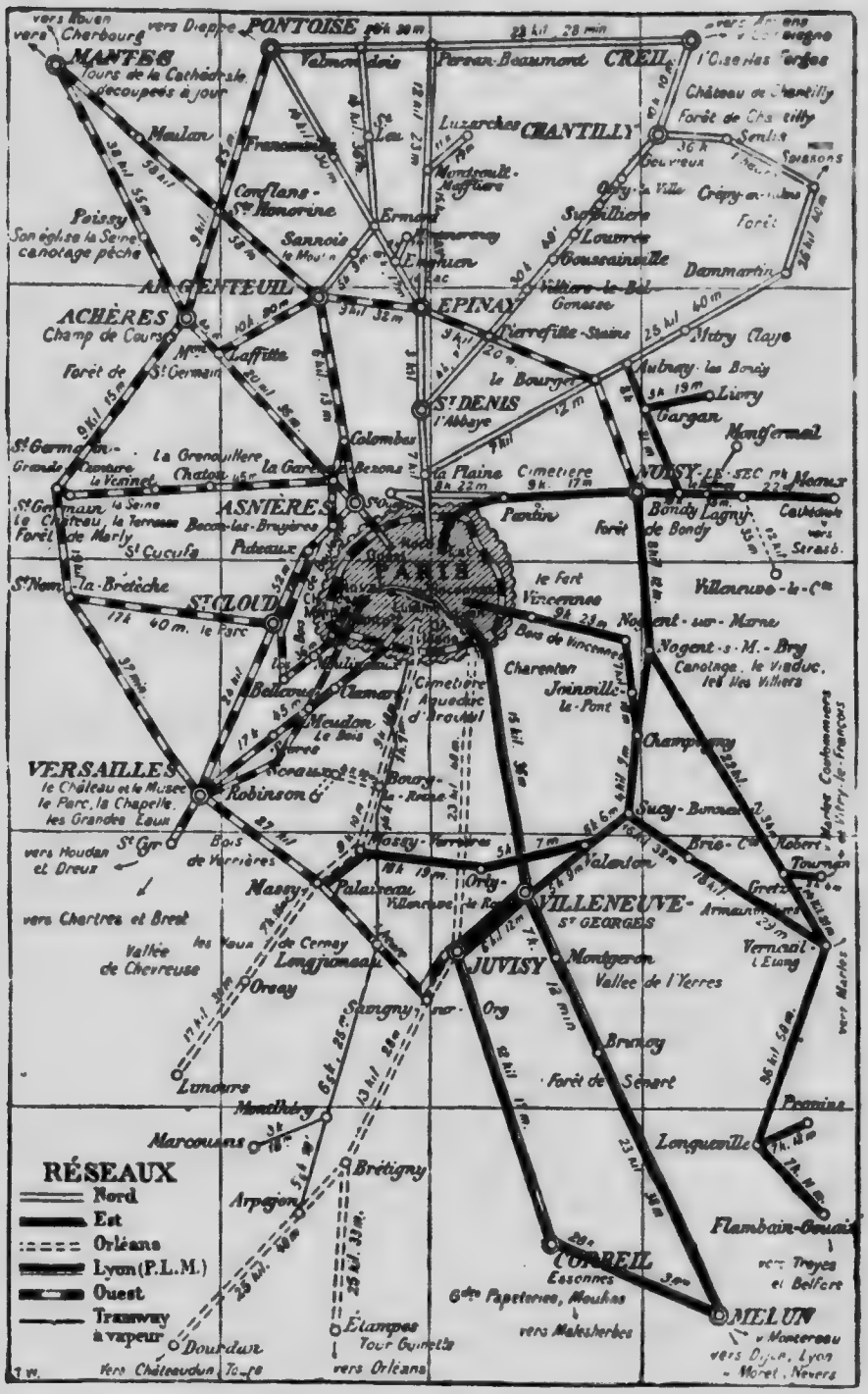

REFERENCE
JOINT STATIONS AND INTERCHANGE STATIONS
INTERCHANGE WITH MAIN LINE TERMINI
G.N.RY
HIGHGATE
FINSBURY PARK
TUFNELL PARK
GILLESPIE ROAD
DRAYTON PARK
KENTISH TOWN
HOLLOWAY ROAD
HIGHBURY
SOUTH KENTISH TOWN
CALEDONIAN RD
CAMDEN TOWN
YORK RD
ESSEX RD
MORNINGTON CRESCENT
KING'S CROSS
ANGEL
CITY ROAD
EUSTON
EUSTON SQUARE
FARRINGDON ST
ALDERSGATE
MOORGATE
OLD ST
WHITECHAPEL
WARREN STREET
RUSSELL SQUARE
LIVERPOOL ST
PORTLAND RD
GOODGE STREET
CHANCERY LANE
ST MARY'S
HOLBORN
ALDGATE EAST
STRAND
MARK LANE
MONUMENT
WAPPING
DOVER ST
TRAFALGAR SQ
CHARING CROSS
WESTMINSTER
BOROUGH
ST JAMES PARK
VICTORIA
WESTMINSTER BRIDGE ROAD
ELEPHANT & CASTLE
PIMLICO
KENNINGTON
PECKHAM
OVAL
STOCKWELL
BRIXTON
CLAPHAM RD
CLAPHAM COMMON
WANDSWORTH RD
To Windsor Reading Etc
OLD KENT ROAD
NEW KENT ROAD
SOUTHWARK PARK
SPA ROAD
BERMONDSEY
DEPTFORD
HACKNEY ROAD
BEAUMONT GREEN
LONDON FIELDS
RIVER THAMES



TRAMWAY MAP OF LONDON—CHARING



HARING CROSS IS A GOOD STARTING POINT



RAILWAY MAP AND KILOMETRIC MAP OF THE ENVIRONS OF PARIS

DAYS AND HOURS

FOR VISITING THE PRINCIPAL

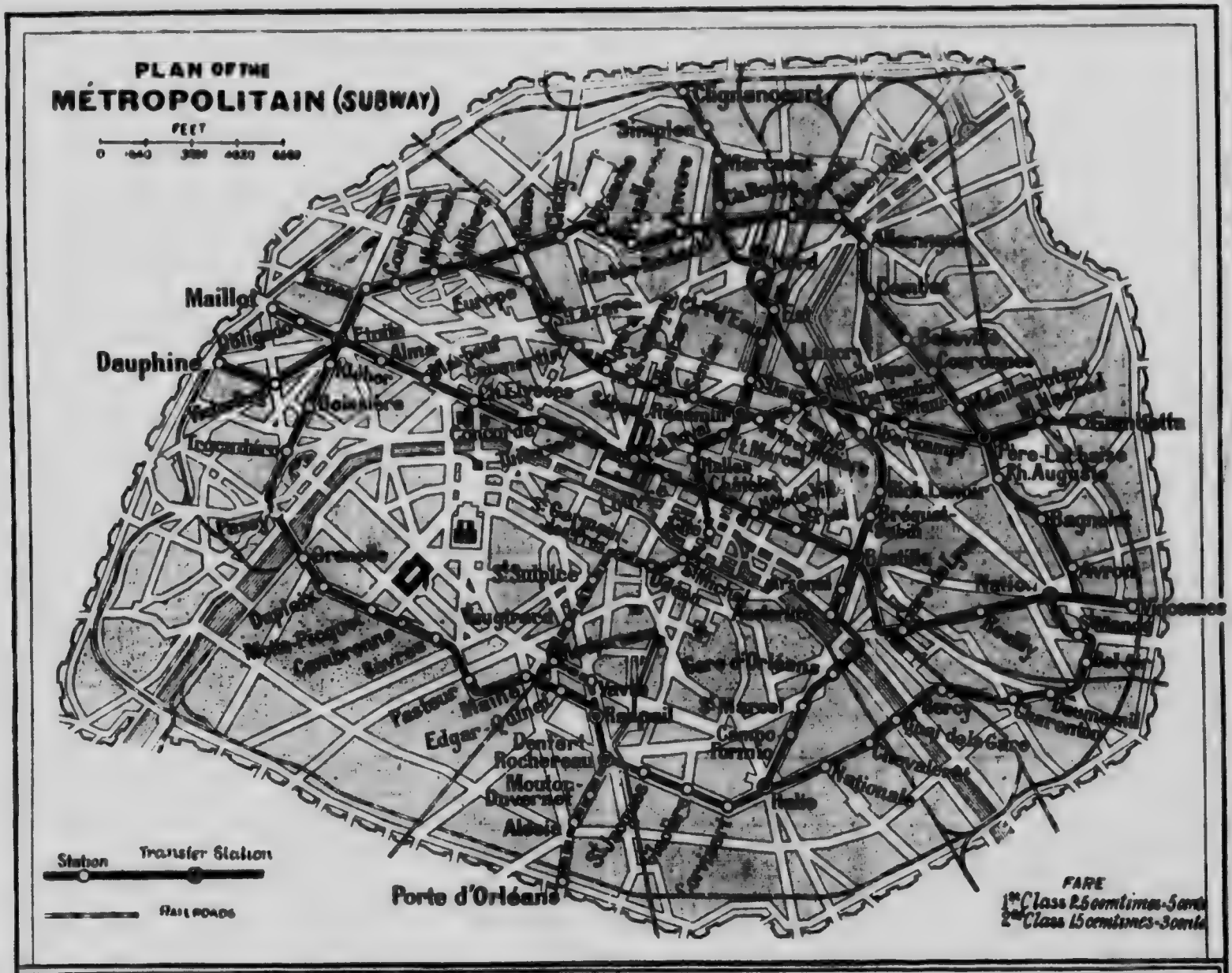
Museums, Palaces, Libraries, and Galleries in Paris.

Place of Interest and Address.	Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Remarks.
Arc de Triomphe de l'Etoile	from 10 - 6	from 10 - 6	from 10 - 6	from 10 - 6	from 10 - 6	from 10 - 6	from 10 - 6	Panoramic view of Paris and Environs. Fee 50c. to guardian. Closed earlier in winter
Arènes de Lutèce, rue de Navarre	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	Old Lutetian arena.
Archives Nationales, 60, rue des France-Bourgeois	10 - 3	...	...	...	10 - 3	...	...	Museum opened to public on days mentioned in Table. Students admitted 10-5 daily.
Arts et Métiers, see Conservatoire des Arts et Métiers	10 - 4	12 - 4	12 - 4	12 - 4	10 - 4	12 - 4	12 - 4	
Bibliothèque (Library). Carnavalet, 23, rue de Sévigné	...	11 - 4	11 - 4	11 - 4	11 - 4	11 - 4	11 - 4	
— of the Chamber of Commerce of Paris, 21, rue Notre-Dame-des-Victoires	...	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	Situated near the Bourse.
— of the Conservatoire des Arts et Métiers, 292, rue Saint-Martin	10 - 3	...	10 - 3	10 - 3	10 - 3	10 - 3	10 - 3	And 7.30 to 10 p. m. except Sun. and Mon. Admission Free.
— of the Conservatoire de Musique, 15, faubourg Poissonnière	...	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	Closed July 15 to Sep. 30.
— of the Ecole des Beaux-Arts, 14, rue Bonaparte	...	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	Obtain card of admission from Secretary. Closed Aug. 1 to Oct. 15

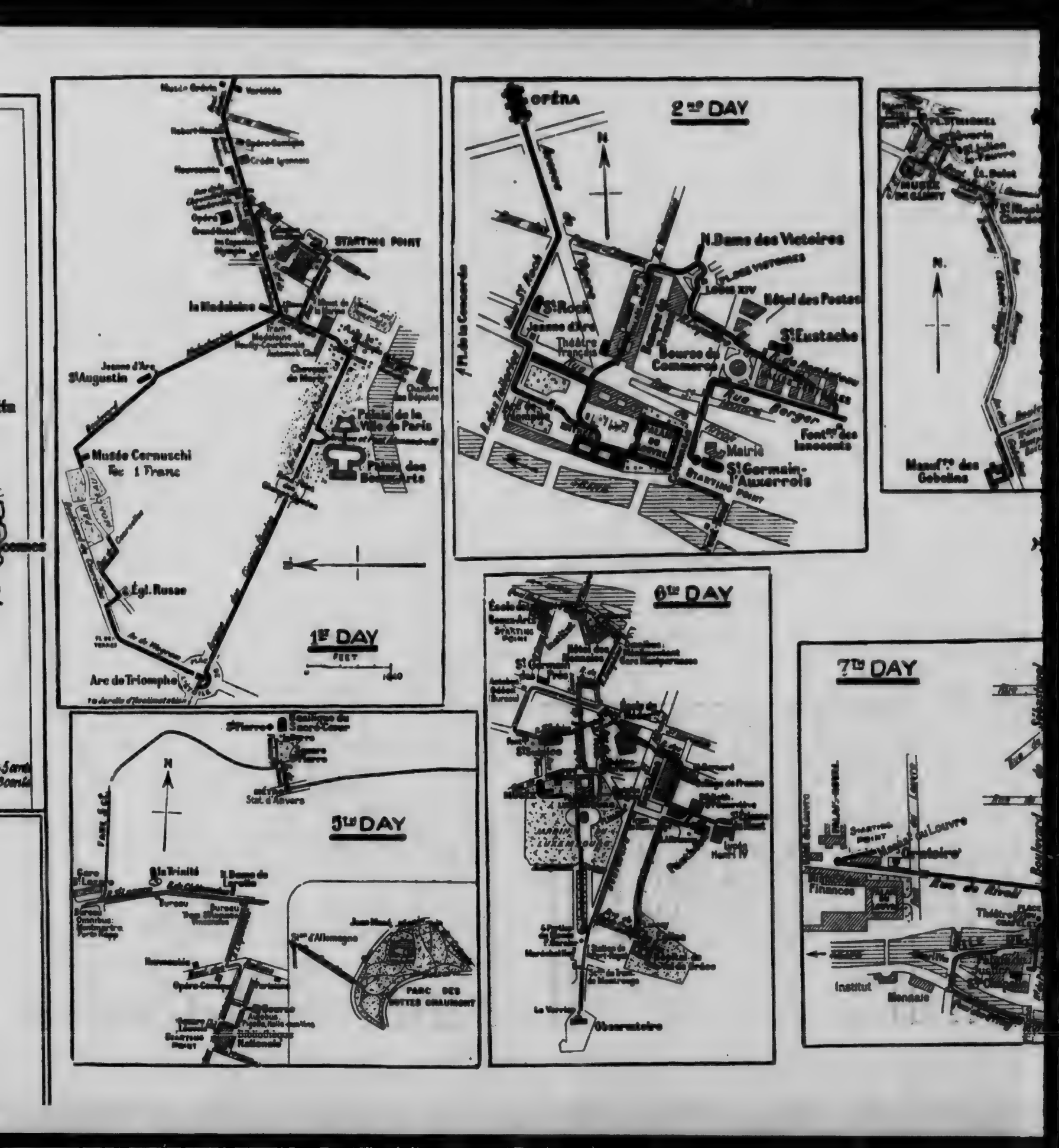
— of the Conservatoire de Musique, 15, faubourg Poissonnière	...	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	Closed July 15 to Sep. 30.
— of the Ecole des Beaux-Arts. 14, rue Bonaparte	...	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	Obtain card of admission from Secretary. Closed Aug. 1 to Oct. 15.
— of the Ecole de Droit, place du Panthéon.	...	11 - 6	11 - 6	11 - 6	11 - 6	11 - 6	11 - 6	Also open 7.30 p. m. to 10.30 p. m.
— of the Ecole de Médecine, 17, rue de l'Ecole de Médecine	...	11 - 6	11 - 6	11 - 6	11 - 6	11 - 6	11 - 6	And 7.30 to 10.30 p. m. Closed Sun and during Aug. and Sept.
— Historique de la Ville de Paris, 29, rue de Sévigné	...	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	In winter 11-4.
— Mazarine (at the Institute), 23, quai Conti.	...	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	In winter 11-4. Closed 15 Sep. - 4 Oct.
— Nationale, 58, rue Richelieu	...	9 - 6	9 - 6	9 - 6	9 - 6	9 - 6	9 - 6	See Pnom. II, for further details.
— of the Opéra, 2, rue Auber	...	11 - 4	11 - 4	11 - 4	11 - 4	11 - 4	11 - 4	Closed during Easter and from July 1 to Aug. 15.
— of the Université, 15, rue de la Sorbonne.	...	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	Also open 7 p. m. to 10 p. m.
— Ste-Geneviève, place du Panthéon	...	10 - 3	10 - 3	10 - 3	10 - 3	10 - 3	10 - 3	Closed Sept 1-15, and during Easter week.
Bourse (Exchange), place de la Bourse	...	12 - 3	12 - 3	12 - 3	12 - 3	12 - 3	12 - 3	
Catacombes, entrance rue Denfert-Rochereau	...	..	...	...	...	...	...	At 12.45 p. m. on First and Third Sat. of each month. Admission by special card obtainable at Hotel de Ville (Staircase D. on L., 1st. floor, office of Director of Works).
Chamber of Deputies, quai d'Orsay	...	...	...	...	...	...	...	Before noon during Parliamentary session; may be visited during Parliamentary vacation (See Pnom. IV).
Chapelle Expiatoire, 29, rue Pasquier	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	Small fee to guardian (See Pnom. I.)
Collège de France, rue des Ecoles	...	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	Apply to guardian.
Colonne de Juillet, place de la Bastille	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	Apply to Guardian.
Colonne Vendome	...	...	...	...	...	...	...	
Conciergerie, (see Palais de Justice)	...	...	...	...	...	...	..	
Conservatoire des Arts et Métiers, square des Arts et Métiers	10 - 4	12 - 4	12 - 4	12 - 4	10 - 4	12 - 4	12 - 4	From Oct. 15. to April 15. open only on Tues. Wed. Thurs Sat from 12 to 3.
— de Musique et de Déclamation, 15, rue du Faubourg-Poissonnière	...	12 - 4	...	...	12 - 4	...	...	Museum of instruments
Ecole de Médecine, 12, rue de l'Ecole de Médecine	...	...	...	...	...	11 - 4		See "Bibliothèques" above.
— des Beaux-Arts, 14, rue Bonaparte	2 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	See "Bibliothèques" above.
— des Mines, 60, boulevard Saint-Michel	...	...	1 - 4	...	1 - 4	...	1 - 4	Mineralogy, Geology, etc.
Egouts (Sewers), place du Châtelet	...	...	...	...	...	...	...	2e & 4e Wed. of month from May to Sept. Entrance place du Châtelet. Exit place de la Madeleine. Special permit required. Apply to Prefect of Seine.
Eiffel Tower (see Tour Eiffel)	...	...	...	...	...	...	..	
Garde-Meuble, 103, quai d'Orsay	...	...	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	Beautiful State Furniture.
Gobelins (see Manufacture des Gobelins)	...	...	...	1 - 3	...	...	1 - 3	Admission Free.
Grand Palais, Champs-Elysées	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	
Hospitals	1 - 3	...	...	...	1 - 3	...	...	
Hôtel de Ville	...	2 - 4	2 - 4	2 - 4	2 - 4	2 - 4	2 - 4	
Hôtel Drouet, rue Drouot	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	
Imprimerie Nationale, 87, rue Vieille-du-Temple	...	...	...	...	2 - 4	...	..	Apply to Director for special permit.
Institute of France, 23, quai Conti	11 - 1	11 - 1	11 - 1	11 - 1	11 - 1	11 - 1	11 - 1	By permission of Director. Apply one week in advance.
Institut Pasteur, 25, rue Dutot.	...	...	...	...	...	...	1 - 3	First and Third Sat. of each month.
Invalides (Hôtel des), Esplanade des Invalides	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	
— Tomb of Napoleon	12 - 3	12 - 3	12 - 3	...	12 - 3	12 - 3	...	
Jardin d'Acclimatation, Bois de Boulogne	9 - 6	9 - 6	9 - 6	9 - 6	9 - 6	9 - 6	9 - 6	
Jardin des Plantes (Natural history zoology, mineralogy and comparative anatomy museum), place Walhubert	1 - 4	...	1 - 4	...	1 - 4	1 - 4	1 - 4	Gardens open all day.
Louvre (see Musee)	...	...	...	...	...	...	...	
Luxembourg (see Musée)	...	...	...	...	...	...	...	
Manufacture des Gobelins, 42, avenue des Gobelins	...	...	...	1 - 3	...	...	1 - 3	Administration Free.
Monnaies (Hôtel des), (Mint), 11, quai Conti	...	1 - 3	...	...	...	1 - 3	...	
Musée d'Artillerie, Hôtel des Invalides	12 - 4	...	12 - 4	...	12 - 4	...	...	By permission of the Minister of War.
— de l'Armée, Hôtel des Invalides	12 - 3	...	12 - 3	...	12 - 3	...	...	
— des Arts décoratifs, 107, rue de Rivoli	10 - 5	...	10 5	10 - 5	10 - 5	10 - 5	10 - 5	In winter (Oct 16 - March. 15.) 10 to 4. Admission 1 fr. Sun. Free. Holidays 50 c.
— des Beaux-Arts, 14, rue Bonaparte	2 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	
— Carnavalet, 23, rue de Sévigné	11 - 5	[illegible]	11 - 5	[illegible]	[illegible]	11 - 5	[illegible]	See Pnom. II. Winter 11 [illegible]

Place of Interest and Address.	Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Remarks.
	from	from	from	from	from	from	from	
Arc de Triomphe de l'Etoile	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	Panoramic view of Paris and Environs. Fee 50 c. to guardian Closed earlier in winter
Arènes de Lutèce, rue de Navarre	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	Old Lutetian arena.
Archives Nationales, 60, rue des Francs-Bourgeois	10 - 3	...	...	...	10 - 3	...	...	Museum opened to public on days mentioned in Table. Students admitted 10-5 daily.
Arts et Métiers, see Conservatoire des Arts et Métiers	10 - 4	12 - 4	12 - 4	12 - 4	10 - 4	12 - 4	12 - 4	
Bibliothèque (Library) Carnavalet, 23, rue de Sévigné	...	11 - 4	11 - 4	11 - 4	11 - 4	11 - 4	11 - 4	
— of the Chamber of Commerce of Paris, 21, rue Notre-Dame-des-Victoires	...	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	Situated near the Bourse.
— of the Conservatoire des Arts et Métiers, 292, rue Saint-Martin	10 - 3	...	10 - 3	10 - 3	10 - 3	10 - 3	10 - 3	And 7.30 to 10 p. m. except. Sun. and Mon. Admission Free.
— of the Conservatoire de Musique, 15, faubourg Poissonnière	...	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	Closed July 15 to Sep. 30.
— of the Ecole des Beaux-Arts. 14, rue Bonaparte	...	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	Obtain card of admission from Secretary. Closed Aug. 1 to Oct. 15.
— of the Ecole de Droit, place du Panthéon.	...	11 - 6	11 - 6	11 - 6	11 - 6	11 - 6	11 - 6	Also open 7.30 p. m. to 10.30 p. m.
— of the Ecole de Médecine, 17, rue de l'Ecole de Médecine	...	11 - 6	11 - 6	11 - 6	11 - 6	11 - 6	11 - 6	And 7.30 to 10.30 p. m. Closed Sun and during Aug. and Sept.
— Historique de la Ville de Paris, 29, rue de Sévigné	...	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	In winter 11-4.
— Mazarine (at the Institute), 21, quai Conti.	...	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	In winter 11-4. Closed 15 Sep. - 4 Oct.
— Nationale, 58, rue Richelieu	...	9 - 6	9 - 6	9 - 6	9 - 6	9 - 6	9 - 6	See Pnom. II, for further details.
— of the Opéra, 2, rue Auber	...	11 - 4	11 - 4	11 - 4	11 - 4	11 - 4	11 - 4	Closed during Easter and from July 1 to Aug. 15.
— of the Université, 15, rue de la Sorbonne.	...	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	Also open 7 p. m. to 10 p. m.
— Ste-Geneviève, place du Panthéon	...	10 - 3	10 - 3	10 - 3	10 - 3	10 - 3	10 - 3	Closed Sept 1-15, and during Easter week.
Bourse (Exchange), place de la Bourse	...	12 - 3	12 - 3	12 - 3	12 - 3	12 - 3	12 - 3	
Catacombes, entrance rue Denfert-Rochereau	...	..	...	...	...	...	...	At 12.45 p. m. on First and Third Sat. of each month. Admission by special card obtainable at Hotel de Ville (Staircase D. on L., 1st. floor, office of Director of Works).
Chamber of Deputies, quai d'Orsay	...	...	...	...	...	...	...	Before noon during Parliamentary session; may be visited during Parliamentary vacation (See Pnom. IV).
Chapelle Expiatoire, 29, rue Pasquier	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	Small fee to guardian (See Pnom. I.)
Collège de France, rue des Ecoles	...	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	Apply to guardian.
Colonne de Juillet, place de la Bastille	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	Apply to Guardian.
Colonne Vendome	...	...	...	...	...	...	...	
Conciergerie, (see Palais de Justice)	...	...	...	...	...	...	...	
Conservatoire des Arts et Métiers, square des Arts et Métiers	10 - 4	12 - 4	12 - 4	12 - 4	10 - 4	12 - 4	12 - 4	From Oct. 15. to April 15. open only on Tues. Wed. Thurs. Sat from 12 to 3.
— de Musique et de Déclamation, 15, rue du Faubourg-Poissonnière	...	12 - 4	...	...	12 - 4	...	...	Museum of instruments
Ecole de Médecine, 12, rue de l'Ecole de Médecine	...	...	...	...	...	11 - 4		See "Bibliothèques" above.
— des Beaux-Arts, 14, rue Bonaparte	2 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	See "Bibliothèques" above.
— des Mines, 60, boulevard Saint-Michel	...	...	1 - 4	...	1 - 4	...	1 - 4	Mineralogy, Geology, etc.
Egouts (Sewers), place du Châtelet	...	...	...	...	...	...	...	2e & 4e Wed. of month from May to Sept. Entrance place du Châtelet. Exit place de la Madeleine. Special permit required. Apply to Prefect of Seine.
Eiffel Tower (see Tour Eiffel)	...	...	...	...	...	...	...	
Garde-Meuble, 103, quai d'Orsay	...	...	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	Beautiful State Furniture.
Gobelins (see Manufacture des Gobelins)	...	...	...	1 - 3	...	...	1 - 3	Admission Free.
Grand Palais, Champs-Elysées	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	
Hospitals	1 - 3	...	...	...	1 - 3	...	...	
Hôtel de Ville	...	2 - 4	2 - 4	2 - 4	2 - 4	2 - 4	2 - 4	
Hôtel Drouot, rue Drouot	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	10 - 6	
Imprimerie Nationale, 87, rue Vieille-du-Temple	...	...	...	...	2 - 4	...	..	Apply to Director for special permit.
Institute of France, 23, quai Conti	11 - 1	11 - 1	11 - 1	11 - 1	11 - 1	11 - 1	11 - 1	By permission of Director. Apply one week in advance.
Institut Pasteur, 25, rue Dutot.	...	...	...				1 - 3	First and Third Sat. of month

Imprimerie Nationale, 87, rue Vieille-du-Temple	...	...	...	...	2 - 4	...	...	Apply to Director for special permit.
Institute of France, 23, quai Conti	11 - 1	11 - 1	11 - 1	11 - 1	11 - 1	11 - 1	11 - 1	By permission of Director. Apply one week in advance.
Institut Pasteur, 25, rue Dutot.	...	...	...	...	...	...	1 - 3	First and Third Sat. of each month.
Invalides (Hôtel des), Esplanade des Invalides	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	
— **Tomb of Napoleon**	12 - 3	12 - 3	12 - 3	...	12 - 3	12 - 3	...	
Jardin d'Acclimatation, Bois de Boulogne	9 - 6	9 - 6	9 - 6	9 - 6	9 - 6	9 - 6	9 - 6	
Jardin des Plantes (Natural history zoology, mineralogy and comparative anatomy museum), place Walhubert	1 - 4	...	1 - 4	...	1 - 4	1 - 4	1 - 4	Gardens open all day.
Louvre (see Musee)	...	...	...	...	...	...	...	
Luxembourg (see Musée)	...	...	...	...	...	...	...	
Manufacture des Gobelins, 42, avenue des Gobelins	...	...	...	1 - 3	...	...	1 - 3	Administration Free.
Monnaies (Hôtel des), (Mint), 11, quai Conti	...	1 - 3	...	...	...	1 - 3	...	
Musée d'Artillerie, Hôtel des Invalides	12 - 4	...	12 - 4	...	12 - 4	...	...	By permission of the Minister of War.
— **de l'Armée, Hôtel des Invalides**	12 - 3	...	12 - 3	...	12 - 3	...	...	
— **des Arts décoratifs, 107, rue de Rivoli**	10 - 5	...	10 5	10 - 5	10 - 5	10 - 5	10 - 5	In winter (Oct. 16. - March. 15.) 10 to 4. Admission 1 fr. Sun. Free. Holidays 50 c.
— **des Beaux-Arts, 14, rue Bonaparte**	2 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	
— **Carnavalet, 23, rue de Sévigné**	11 - 5	...	11 - 5	...	...	11 - 5	...	See Prov. II. Winter 11 to 4. Entrance 1 fr.; Thurs. Sun. and holidays, admission free.
— **Cernuschi, 7, rue Vélasquez**	10 - 4	...	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	Entrance 1 fr.; Thurs. Sun. and holidays, admission free.
— **Cluny, 24, rue du Sommerard**	11 - 4	...	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	In winter 11-4.
— **Dupuytren, 15, rue de l'Ecole de Médecine**	...	11 - 4	11 - 4	11 - 4	11 - 4	11 - 4	11 - 4	Pathological Anatomy. Open daily to doctors and students. Visitors must obtain special permit from Secretary of the Faculty of Medecine.
— **Galliéra, 10, rue Pierre-Charron**	10 - 4	...	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	Special Exhibition, in 1909, of Modern Prints on Paper and Linen, etc., in 1910, of Artistic Glassware.
— **Grévin, 10, bd. Montmartre**	12 - 6	12 - 6	12 - 6	12 - 6	12 - 6	12 - 6	12 - 6	Admission 1 fr.
— **Guimet, place d'Iéna**	12 - 4	...	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	In Summer 1-5
— **Gustave Moreau, 14, rue de La Rochefoucauld**	10 - 4	...	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	Paintings, Drawings by G. Moreau.
— **du Louvre**	10 - 4	...	9 - 5	9 - 5	9 - 5	9 - 5	10 - 5	From 10-4 week-days from Oct. 1. — March 31.
— **du Luxembourg**	10 - 4	...	9 - 5	9 - 5	9 - 5	9 - 5	9 - 5	From 10-4 week-days from Oct. 1.— March 31.
— **Municipal de l'Industrie du Bois (Bois de Vincennes)**	...	...	12 - 5	...	12 - 5		12 - 5	Forestry Museum.
— **du Trocadéro**	11 - 4	...	11 - 4	11 - 4	11 - 4	11 - 4	11 - 4	Sculpture-Ethnography
— **Victor-Hugo, 6, place des Vosges**	12 - 5	...	12 - 5	...	12 - 5	...	12 - 5	12 to 4 in winter. Entrance 1 fr.; Thurs. Sun. holidays, admission free.
Museum and Library of the Jardin des Plantes	...	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	10 - 4	Closed during September.
Notre-Dame	12 - 5	12 - 5	12 - 5	12 - 5	12 - 5	12 - 5	12 - 5	Treasure daily fr. 12. to 4
Observatoire, av. de l'Observatoire	...	...	...	...	...	...	2	On first Sat. of month. Special permit from Director.
Palais de Justice, boulevard du Palais	...	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	12 - 4	Conciergerie, Kitchen of St-Louis, Marie Antoinette's cell, Guards' Room, may be visited on Thur. 9 to 5, with permit from Director of Prisons. (Apply Prefecture of Police).
Palais du Luxembourg (Senate)	...	9 - 4	9 - 4	8 - 4	9 - 4	9 - 4	9 - 4	During Parliamentary vacation.
Panthéon, place du Panthéon	10 - 5	...	10 - 5	10 - 5	10 - 5	10 - 5	10 - 5	..... In winter, open 10-4.
Petit Palais, Champs-Elysées	9 - 5	...	9 - 5	9 - 5	9 - 5	9 - 5	9 - 5	..... Entrance 1 fr.; Thurs. Sun. holidays, admission free.
Prisons of Paris	...	...	...	...	...	...	...	Apply to Prefect of Police for permit.
Sacré-Cœur, Montmartre	6 - 9	6 - 9	6 - 9	6 - 9	6 - 9	6 - 9	6 - 9	
Sainte-Chapelle (Palais de Justice)	11 - 5	...	11 - 5	11 - 5	11 - 5	11 - 5	11 - 5	
Sorbonne	...	...	1 - 3	...	...	...	...	Apply to guardian.
Tour Eiffel, Champ de Mars	...	...	...	...	...	...	...	
Tour Saint-Jacques, square Saint-Jacques	12 - 3	12 - 3	12 - 3	12 - 3	12 - 3	12 - 3	12 - 3	
Trocadéro (See Musée)	...	...	...	...	...	...	...	Aquarium open 10-4.

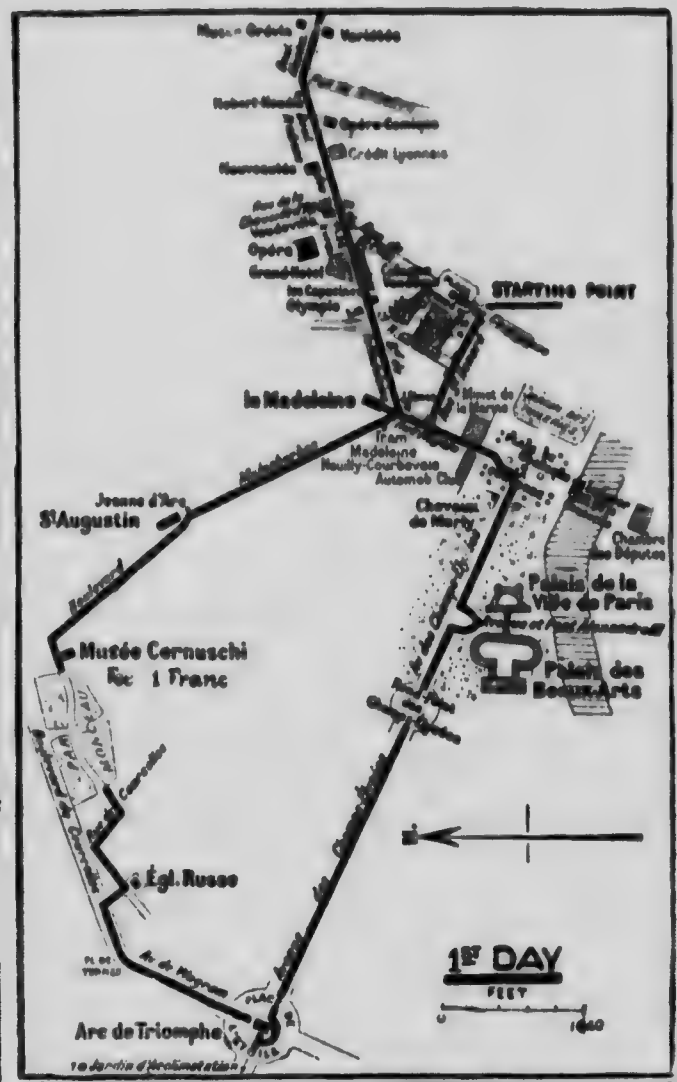


MAPS OF PARIS
SHOWING THE MÉTROPOLITAIN (SUBWAY) SYSTEM
AND
HOW TO SEE PARIS IN EIGHT DAYS

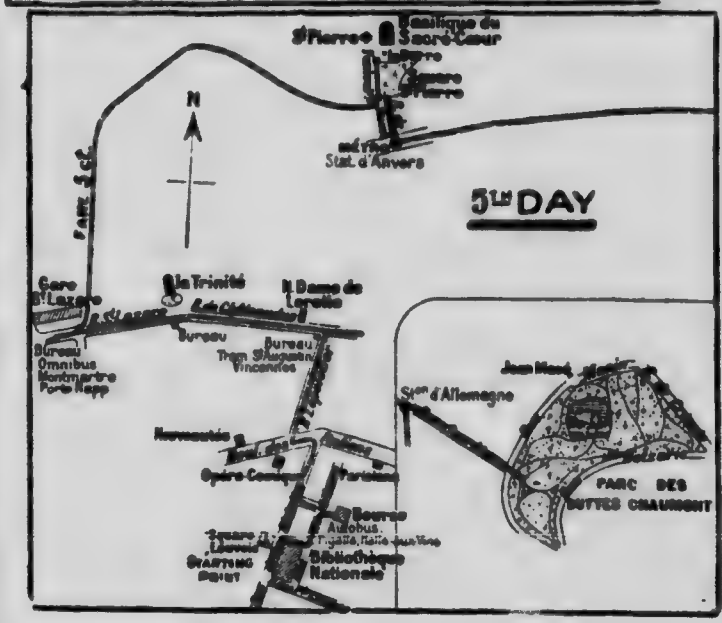


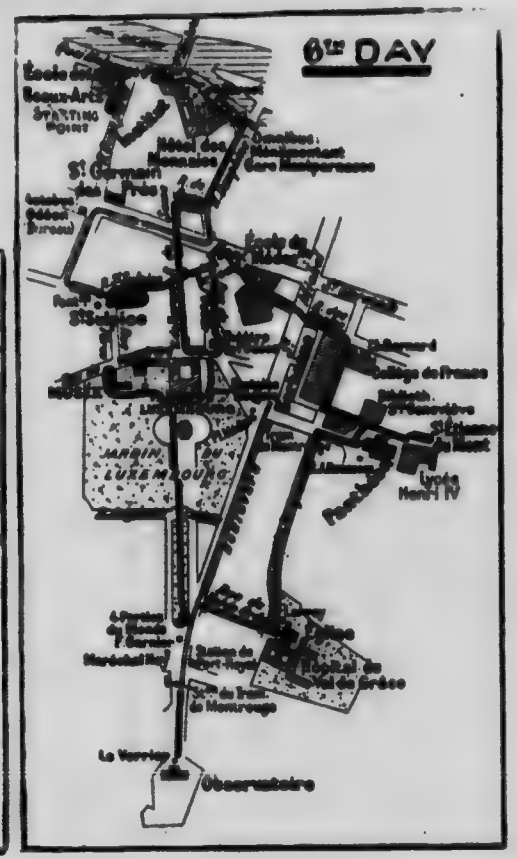
1er DAY
FEET
STARTING POINT
la Madeleine
St Augustin
Musée Cernuschi
Fac 1 Franc
Égl. Russe
Arc de Triomphe
Palais de la Ville de Paris
Palais des Beaux-Arts
2nd DAY
OPÉRA
N
N. Dame des Victoires
St Rock
Jeanne d'Arc
Théâtre Français
Bourse du Commerce
Hôtel des Postes
St Eustache
Rue Berger
Fontne des Innocents
Mairie
St Germain-l'Auxerrois
STARTING POINT
Manufre des Gobelins
5th DAY
N
Stat. d'Anvers
la Trinité
N. Dame de Lorette
Bureau
Opéra-Comique
Bibliothèque Nationale
PARC DES BUTTES CHAUMONT
6th DAY
Obscuratoire
7th DAY
Institut
Mondale
Rue de Rivoli

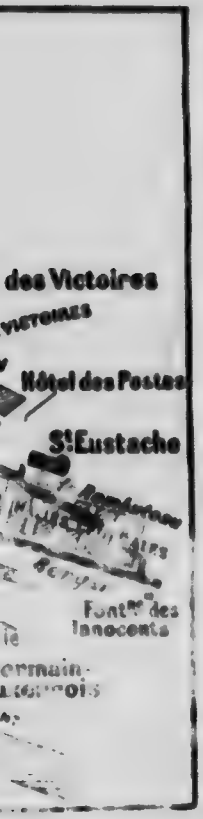
Belleville
Couronnes
Ménilmontant
Gambetta
Père-Lachaise
Fh. Auguste
Bagnolet
Avron
Nation
Vincennes
St Mandé
Reuilly
Bel Air
Bercy
Charenton
Quai de la Gare
FARE
1st Class 2.5 centimes - 5 cents
2nd Class 1.5 centimes - 3 cents

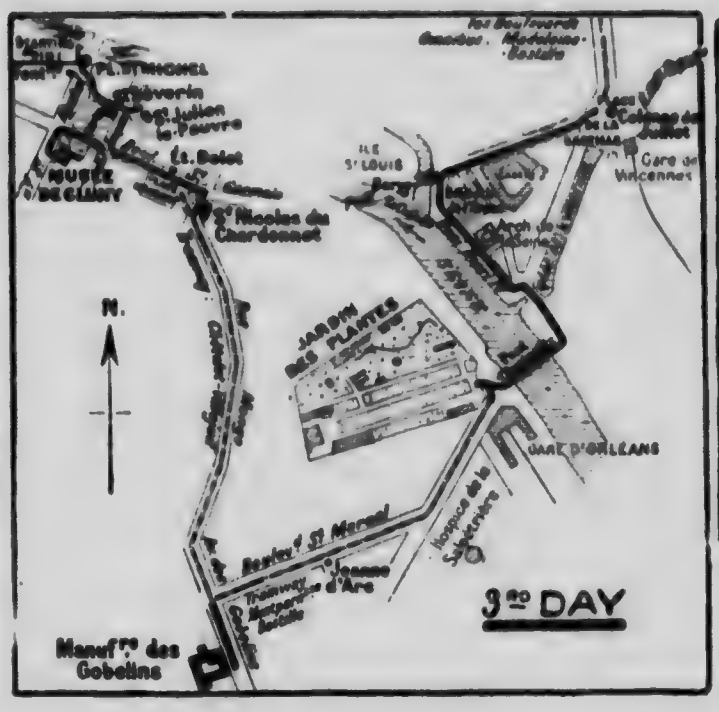

Opéra
Grand-Hotel
STARTING POINT
la Madeleine
Tram Madeleine Neuilly-Courbevoie Automob. Club
Jeanne d'Arc
St Augustin
Musée Cernuschi
Fer 1 Franc
Palais de la Ville de Paris
Palais des Beaux-Arts
Égl. Russe
Arc de Triomphe
1st DAY
FEET

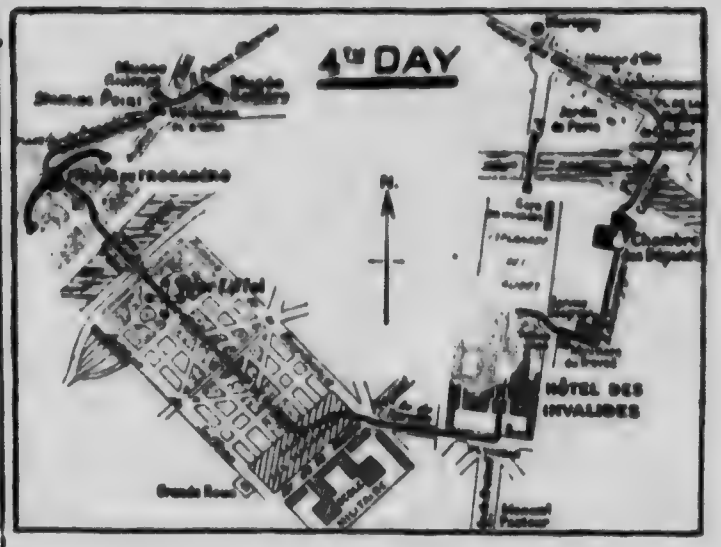
OPÉRA
2nd DAY
N
N. Dame des Vict
St Roch
Jeanne d'Arc
Théâtre Français
Bourse du Commerce
Arc de Triomphe
Palais du Louvre
Maulle
St Germain-Auxerrois
Pl. de la Concorde

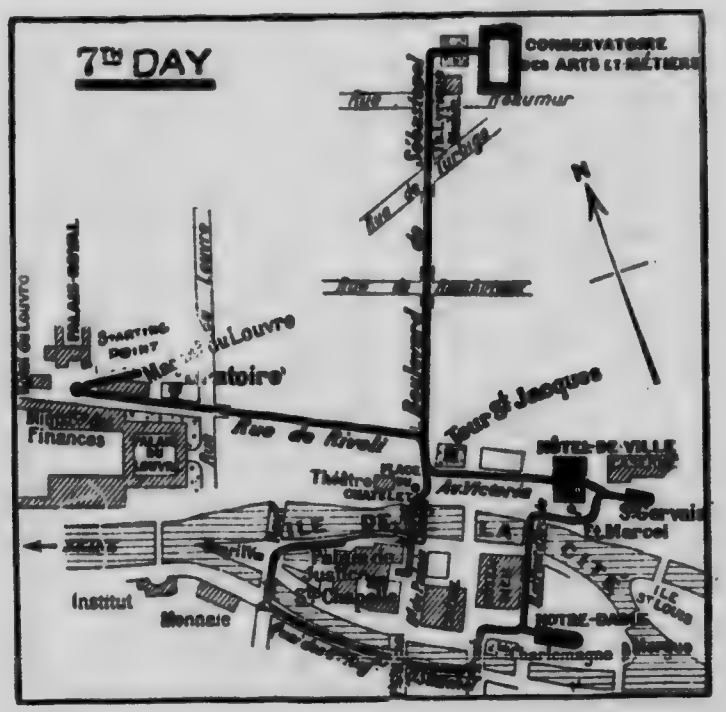

St Pierre
Basilique du Sacré-Cœur
Stat. d'Anvers
N
5th DAY
Gare St Lazare
la Trinité
N. Dame de Lorette
Bureau Omnibus Montmartre Porte Napp
Bureau Tram St Augustin Vincennes
Opéra-Comique
Bourse Autobus
Bibliothèque Nationale
Stat. d'Allemagne
PARC DES BUTTES CHAUMONT


6th DAY
École des Beaux-Arts
Hôtel des Monnaies
St Germain des Prés
Collège de France
JARDIN DU LUXEMBOURG
Lycée Henri IV
Hôpital de Val de Grâce
Observatoire


des Victoires
Hôtel des Postes
St Eustache
Fontne des Innocents


3RD DAY
N.
Pl. St Michel
St Julien le Pauvre
Ét. Dolet
Musée de Cluny
St Nicolas du Chardonnet
Ile St Louis
Gare de Vincennes
Jardin des Plantes
Gare d'Orléans
Boulevd St Marcel
Jeanne d'Arc
Manufre des Gobelins

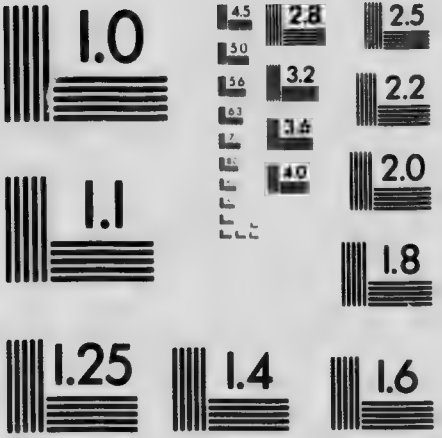

4TH DAY
N.
Tour Eiffel
Hôtel des Invalides
Grande Roue


7TH DAY
Conservatoire des Arts et Métiers
Rue Réaumur
N
Starting Point
Marché du Louvre
Rue de Rivoli
Tour St Jacques
Hôtel-de-Ville
Av. Victoria
Théâtre
Ile de la Cité
St Gervais
St Marcel
Palais de Justice
Ste Chapelle
Institut
Monnaie
Notre-Dame
Charlemagne
Ile St Louis

Cimetière du Père Lachaise
Métro, Station Ph Auguste
Père-Lachaise
8TH DAY
N
St Denis du St Sacrement
Marché
Lycée V-Hugo
Musée Carnavalet
Bérange
Sq du Temple
Imprimerie Nation
Hôtel des Archives
Hôtel de Ville
Starting Point

MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



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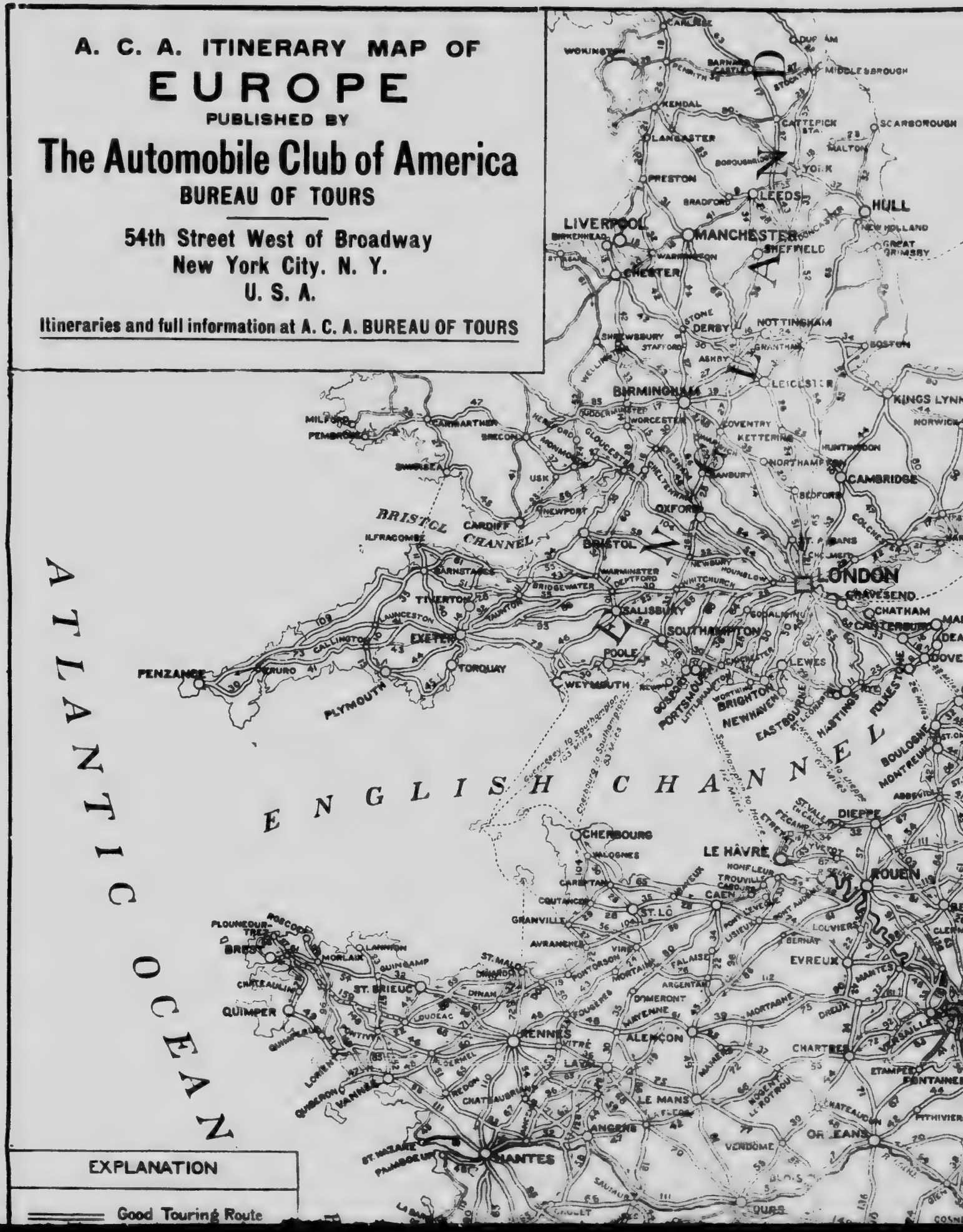
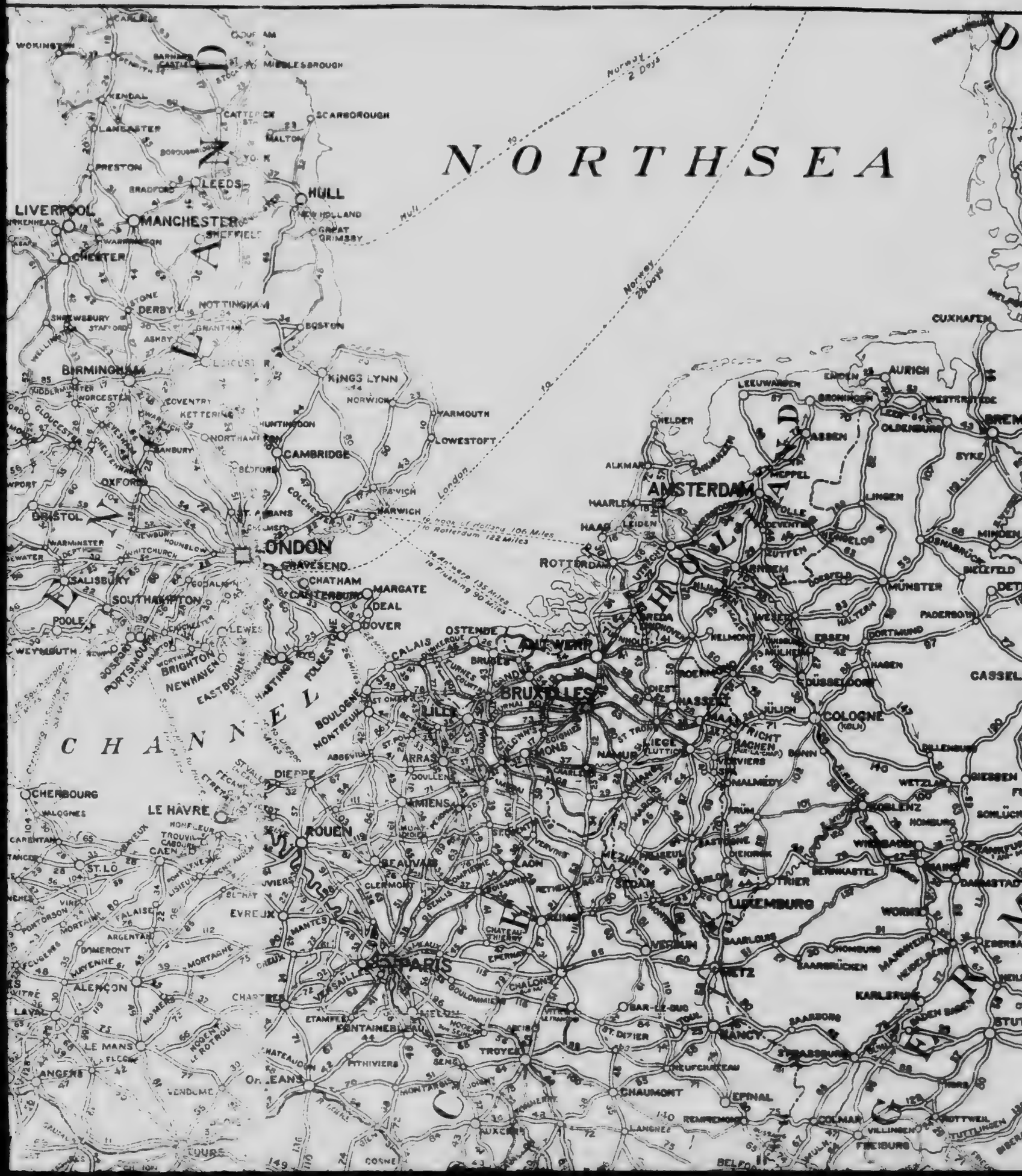


NORTHSEA
DENMARK
COPENHAGEN
Norway 2 Days
Norway 2½ Days
Hull
London
NORWICH
YARMOUTH
LOWESTOFT
IPSWICH
HARWICH
MARGATE
DEAL
DOVER
CALAIS
BOULOGNE
OSTENDE
ANTWERP
BRUSSELS
LILLE
ARRAS
AMIENS
BEAUVAIS
PARIS
ROTTERDAM
HAAG
LEIDEN
HAARLEM
AMSTERDAM
ALKMAAR
HELDER
LEEUWARDEN
GRONINGEN
EMDEN
AURICH
ASSEN
MEPPEL
ZWOLLE
DEVENTER
ARNHEM
UTRECHT
BREDA
MAASTRICHT
AACHEN
LIEGE
NAMUR
MONS
CHARLEROI
MALMÉDY
VERVIERS
SEDAN
MEZIERES
LAON
REIMS
CHATEAU THIERRY
EPERNAY
VERDUN
METZ
LUXEMBURG
TRIER
COBLENZ
COLOGNE
BONN
DÜSSELDORF
ESSEN
DORTMUND
MÜNSTER
HAMM
PADERBORN
HAGEN
WIESBADEN
FRANKFURT
DARMSTADT
MANNHEIM
HEIDELBERG
KARLSRUHE
STUTTGART
NÜRNBERG
WÜRZBURG
BAYREUTH
FULDA
GIESSEN
CASSEL
GÖTTINGEN
HANNOVER
BRAUNSCHWEIG
MAGDEBURG
LEIPZIG
ERFURT
EISENACH
GOTHA
WEIMAR
ZEITZ
GREIZ
PLAUEN
ZWICKAU
COBURG
HAMBURG
ALTONA
LÜBECK
KIEL
SCHLESWIG
FLENSBURG
ROSTOCK
WISMAR
SCHWERIN
LÜNEBURG
BREMEN
OLDENBURG
WILHELMSHAVEN
CUXHAVEN
BIELEFELD
DETMOLD
MINDEN
OSNABRÜCK
HILDESHEIM
POTSDAM
KYRITZ
ULM
AUGSBURG
MÜNCHEN
LANDSHUT
FREIBURG
COLMAR
STRASSBURG
EPINAL
CHAUMONT
TROYES
BAR-LE-DUC
ST. DIZIER
NANCY
SAARBRÜCKEN
SAARLOUIS
HOMBURG
ZWEIBRÜCKEN
BAD KREUZNACH
WORMS
EBERBACH
ROTHENBURG
WEISSENBURG
REGENSBURG
DONAUWÖRTH
ROTTWEIL
TUTTLINGEN
VILLINGEN
BIBERACH
ROSTOCK
KYRITZ


NORTHSEA
CHANNEL
LONDON
PARIS
AMSTERDAM
ROTTERDAM
ANTWERP
BRUXELLES
COLOGNE
LIEGE
LUXEMBURG
METZ
NANCY
STRASBURG
CHAUMONT
EPINAL
COLMAR
FREIBURG
ORLEANS
TROYES
CHALONS
REIMS
LILLE
CALAIS
BOULOGNE
DUNKERQUE
OSTENDE
BRUGES
GANDT
MONS
NAMUR
ARRAS
AMIENS
ROUEN
DIEPPE
LE HAVRE
CHERBOURG
CAEN
ST. LÔ
EVREUX
ALENÇON
LE MANS
ANGERS
LAVAL
TOURS
DOVER
DEAL
MARGATE
CANTERBURY
CHATHAM
GRAVESEND
SOUTHAMPTON
SALISBURY
BRISTOL
OXFORD
CAMBRIDGE
IPSWICH
HARWICH
YARMOUTH
LOWESTOFT
KINGS LYNN
NORWICH
BOSTON
NOTTINGHAM
DERBY
BIRMINGHAM
LIVERPOOL
MANCHESTER
CHESTER
LEEDS
HULL
SCARBOROUGH
NEWCASTLE
CARLISLE
WORKINGTON
LANCASTER
PRESTON
KENDAL
MIDDLESBROUGH
Norway 2 Days
Norway 2½ Days
Hull
London
To Hook of Holland 106 Miles
To Rotterdam 122 Miles
To Antwerp 135 Miles
To Flushing 90 Miles
To Southampton 10 Miles
To Dieppe 10 Miles
To Havre 10 Miles
To Cherbourg 10 Miles
To Boulogne 10 Miles
To Calais 10 Miles
To Ostende 10 Miles
To Dover 10 Miles
To Folkestone 10 Miles
To Hastings 10 Miles
To Newhaven 10 Miles
To Brighton 10 Miles
To Portsmouth 10 Miles
To Southampton 10 Miles
To Weymouth 10 Miles
To Poole 10 Miles
To Exmouth 10 Miles
To Dieppe 10 Miles
To Havre 10 Miles
To Cherbourg 10 Miles
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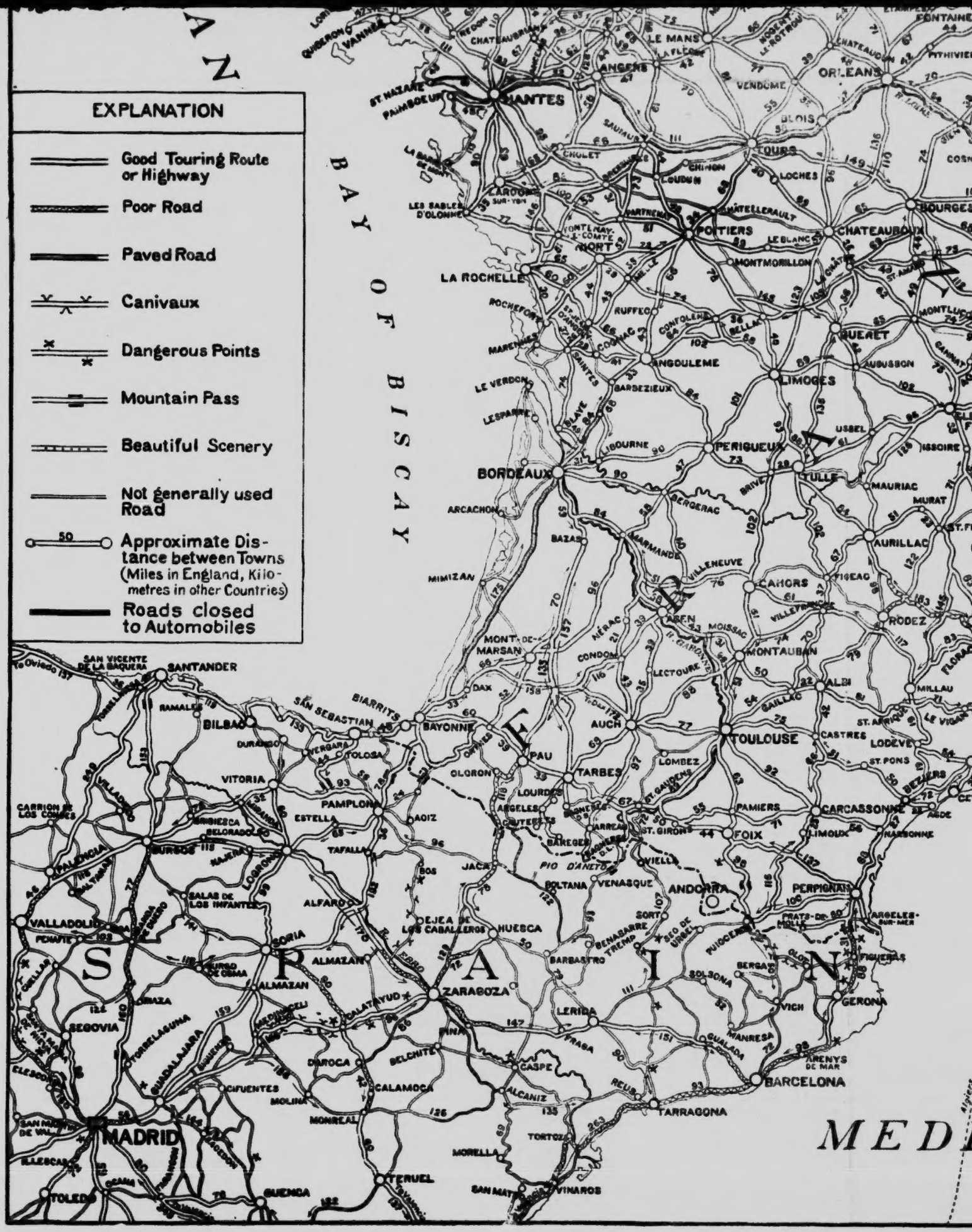
To Brighton 10 Miles
To Portsmouth 10 Miles
To Southampton 10 Miles
To Weymouth 10 Miles
To Poole 10 Miles
To Exmouth 10 Miles

DENMARK
SWEDEN
BALTIC SEA
COPENHAGEN
KOLDING
ODENSE
NYBORG
HALMSTAD
HELSINGBORG
ISLE OF BORNHOLM
FLENSBURG
SCHLESWIG
KIEL
GIESSEN
LÜBECK
ROSTOCK
WISMAR
ALTONA
HAMBURG
SCHWERIN
BREMEN
LUNEBURG
KYRITZ
CELLE
HANNOVER
MINDEN
BRAUNSCHWEIG
POTSDAM
BERLIN
MAGDEBURG
DETMOLD
GÖTTINGEN
HERZBERG
CASSEL
LEIPZIG
EISENACH
ERFURT
WEIMAR
DRESDEN
ZWICKAU
GREIZ
FULDA
COBURG
KARLSBAD
PRAGUE
BAYREUTH
WÜRZBURG
PILSEN
NÜRNBERG
ROTHENBURG
STUTTGART
ULM
PASSAU
LANDSHUT
MÜNCHEN
INNSBRUCK
WIEN
LINZ
BUDAPEST
BRESLAU
LIEGNITZ
BAUTZEN
KOTTBUS
LISSA
KALISCH
POSEN
STETTIN
ROSTOCK
KÖNIGSBERG
ROSTOCK
GERMANIA
EMPIRE
POLAND
RUSSIA


EXPLANATION
Good Touring Route or Highway
Poor Road
Paved Road
Canivaux
Dangerous Points
Mountain Pass
Beautiful Scenery
Not generally used Road
50
Approximate Distance between Towns (Miles in England, Kilometres in other Countries)
Roads closed to Automobiles
BAY OF BISCAY
S P A I N
MADRID
BARCELONA
ZARAGOZA
SANTANDER
BILBAO
BORDEAUX
NANTES
LE MANS
ORLEANS
TOURS
POITIERS
LA ROCHELLE
LIMOGES
PERIGUEUX
TULLE
AUCH
TOULOUSE
PAU
TARBES
BAYONNE
VITORIA
PAMPLONA
HUESCA
LERIDA
TARRAGONA
VALLADOLID
SORIA
SEGOVIA
TOLEDO
GUENCA
TERUEL
VINAROS
ANDORRA
PERPIGNAN
CARCASSONNE
MONTAUBAN
CAHORS
AGEN
BERGERAC
BRIVE
AURILLAC
RODEZ
ALBI
LODEVE
FOIX
GERONA
VICH
MANRESA
TORTOSA
CASPE
CALATAYUD
ALMAZAN
BURGOS
PALENCIA
SALAMANCA
CIUDAD RODRIGO
GUADALAJARA
TORRELAGUNA
DUROCA
CALAMOCA
MONREAL
MOLINA
CIFUENTES
ALCANIZ
MORELLA
SAN SEBASTIAN
VERGARA
TOLOSA
DURANGO
RAMALES
SAN VICENTE DE LA BAQUERA
To Oviedo 137
CARRION DE LOS CONDES
SALAS DE LOS INFANTES
ALFARO
EJEA DE LOS CABALLEROS
ESTELLA
TAFALLA
AOIZ
JACA
BOS
BOLTANA
VENASQUE
SORT
BENASARRE
BARBASTRO
SOLSONA
BERGA
FIGUERAS
ARENYS DE MAR
REUS
VILLENEUVE
MARMANDE
LECTOURE
MONTAUBAN
MOISSAC
CONDOM
AIRE
DAX
ARCACHON
BAZAS
MIMIZAN
MONT-DE-MARSAN
LOURDES
ARGELES
CAUTERETS
BAGNERES
BAREGES
VIELLE
PIO D'ANETO
ST. GIRON
LIMOUX
NARBONNE
CASTRES
ST. AFRIQUE
LE VIGAN
MILLAU
ST. PONS
BEZIERS
AGDE
ARGELES-SUR-MER
PRATS-DE-MOLLO
PUIGCERDA
SEO DE URGEL
GUALADA
VIGO
PONTEVEDRA
ORENSE
LEON
SAN MARTIN DE VALDEIGLESIAS
ELESCANO
TOLEDO
OCAÑA
ALCAZAR
CIUDAD REAL
TORRIJOS
ALMAGRO
BAILEN
ALCOLEA
CORDOBA
SEVILLA
MALAGA
GRANADA
ALMERIA
CARTAGENA
ALICANTE
VALENCIA
SAGUNTO
CASTELLON
TORTOSA
MEDI

SWITZERLAND
BERNE
ZÜRICH
GENEVE
LYON
MARSEILLE
TOULON
NICE
MONTE CARLO
GENOVA (GÊNES)
MILANO (MILAN)
TORINO (TURIN)
VENEZIA (VENICE)
MÜNCHEN
STUTTGART
STRASSBURG
NANCY
CHAUMONT
EPINAL
COLMAR
FREIBURG
BELFORT
VESOUL
DIJON
BESANÇON
BREGENZ
ST. GALLEN
KEMPTEN
SCHONGAU
AUGSBURG
ULM
LANDSHUT
SALZBURG
INNSBRUCK
TRENTO (TRENT)
ROVERETO
VICENZA
PADOVA (PADOUA)
VERONA
MANTOVA (MANTOUE)
ROVIGO
FERRARA
PARMA
MODENA
BOLOGNA
COMACCHIO
RAVENNA
FAENZA
FORLI
RIMINI
URBINO
AREZZO
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PISA
LIVORNO (LEGHORN)
CECINA
SIENA
PERUGIA
ST. QUIRICO
GROSSETO
ORBETELLO
VITERBO
CIVITA VECCHIA
ROMA
ELLETRI
LUCCA (LUQUES)
MASSA
SPEZIA
CHIAVARI
RAPALLO
SAVONA
PORTO-MAURICIO
S. REMO
MENTON
CANNES
FREJUS
ST. TROPES
ARLES
AIX EN PROV.
DRAGUIGNAN
GRASSE
CASTELLANE
MONTPELLIER
CETTE
AGDE
NIMES
AVIGNON
ALAIS
MILLAU
FLORAC
MENDE
LE PUY
PRIVAS
ST. ETIENNE
ST. FLOUR
CLERMONT-FERRAND
MOULINS
BOURGES
NEVERS
CHAMBERY
ANNECY
AIX-LES-BAINS
ALBERTVILLE
MOUTIERS
ST. JEAN
GRENOBLE
BRIANÇON
GAP
DIGNE
SISTERON
FORCALQUIER
CONI
ALESSANDRIA
TORTONA
VERCELLI
NOVARA
IVREA
AOSTA
CHATILLON
BIELLA
LECCO
COMO
BERGAMO
CREMONA
PIACENZA
PAVIA
LAUSANNE
GENEVE
MORGES
SOLOTURN
LUCERNE
LUGANO
BELLINZONA
ROMA
CORSICA
BASTIA
CALVI
PIANA
CORTE
AJACCIO
PORTOVECCHIO
BONIFACIO
TEMPIO
PORTO TORRES
TERRANOVA
ELBA
PIOMBINO
CAPRAJA
ROGLIANO
MARSEILLE 28 HOURS
To Tunis 3 Days 5 Hours
To Naples 2½ Days
RIVIERE DU LEVANT
RIVIERE DU PONENT
RIVIERA
AIGUES MORTES
DITERRANEAN SEA

MEDITERRANEAN
LE MANS
ANGERS
ORLEANS
TROYES
CHAUMONT
EPINAL
COLMAR
FRIBURG
BELFORT
VESOUL
GRAY
DIJON
BESANÇON
DOLE
POITIERS
CHATELLERAULT
CHATEAUROUX
BOURGES
NEVERS
MONTMORILLON
MOULINS
GUERET
LIMOGES
ANGOULEME
COGNAC
PERIGUEUX
TULLE
BERGERAC
MARMANDE
AGEN
CAHORS
MONTAUBAN
AUCH
TOULOUSE
TARBES
LOMBEZ
CARCASSONNE
FOIX
PAMIERS
ST. GIRONS
CASTRES
LODEVE
ST. PONS
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CETTE
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NARBONNE
MONTPELLIER
NIMES
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MARSEILLE
TOULON
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FORCALQUIER
AVIGNON
ALAIS
MILLAU
LE VIGAN
ST. AFRIQUE
RODEZ
MENDE
FLORAC
VILLENEUVE
CAHORS
AURILLAC
MAURIAC
MURAT
ST. FLOUR
LE PUY
PRIVAS
ST. ETIENNE
AMBERT
ISSOIRE
USSEL
CLERMONT-FERRAND
ROANNE
VILLE FRANCHE
LA PALISSE
MONTLUÇON
AUBUSSON
GANNAT
THIERS
LYON
BOURG
MOREZ
LONS-LE-SAUNIER
POLIGNY
PONTARLIER
GENEVE
ANNECY
AIX-LES-BAINS
CHAMBERY
ALBERTVILLE
MOUTIERS
ST. JEAN
GRENOBLE
BRIANÇON
GAP
BARCELONETTE
SALUZZO
ALLESSANDRIA
TORTONA
VIGEVANO
CONI
SAVONA
GENOVA (GENES)
SPEZIA
RIVIERE DU PONENT
RIVIERE DI LEVANTE
ZURICH
BERNE
LUCERNE
LUGANO
LAVENO
COMO
MILANO
PAVIA
CASALE
NOVARA
VERCELLI
IVREA
BIELLA
CHIVASSO
TORINO (TURIN)
CHATILLON
AOSTA
SUZA (SUSE)
PINEROLO
ROGLIANO
ALVI
PIANA
CORTE
AJACCIO
SARTENE
BONIFACIO
PORTO TORRES
TEMPIO
ANDORRA
PERPIGNAN
ARGELES-SUR-MER
PRATS-DE-MOLLO
SORT
SEO DE URGEL
PUIGCERDA
BENASARRE
TREMP
BERGA
SOLSONA
VICH
GERONA
FIGUERAS
MANRESA
GUALADA
ARENYS DE MAR
BARCELONA
TARRAGONA
REUS
LERIDA
VENASQUE
ST. GAUDENS
ARREAU
LOURDES
LECTOURE
CONDOM
MOISSAC
VILLEFRANCHE
LOUDUN
CHINON
LOCHES
BLOIS
VENDOME
ORLEANS
PITHIVIERS
MONTARGIS
AUTUN
CHALON
CHAMPAGNOLE
LANGRES
REMIREMONT
VILLINGEN
ROTTWEIL
TUTTLINGEN
SCHAFFHAUSEN
KONSTANZ
ST. GALLEN
LUCERNE
SOLEURE
BIENNE
NEUCHATEL
LAUSANNE
MONTREUX
SION
ST. MAURICE
ZERMATT
SPLÜGEN
LINZ
LECCO
ALGIERS
Marseille 24 Hours
To Tunis 3 Days 5 Hours
AIGUES MORTES

ADRIATIC SEA
CORSICA
SEA
WIEN
BUDAPEST
ROME
MUNCHEN
SALZBURG
LINZ
PASSAU
FREISTADT
TYRNAU
NEUTRA
RESSBURG
ALTENBURG
RAAB
KIS BER
PAPA
STEINAMANGER
STUHL-WEISSENBURG
Wr. NEUSTADT
LIEZEN
RADSTADT
MAUTERNDR
JUDENBURG
SPITAL
VILLACH
KLAGENFURT
MARBURG
NAGY KANIZSA
KAPOSVAR
PECS
MOHACS
WARASDIN
CILLI
KRAINBURG
LAIBACH
ST. GEORGEN
BELOVAR
AGRAM
GOTTSCHEE
MOTTLING
KARLSTADT
PETRINJA
BROD
VUKOVAR
S. GRADISCA
NOVI
PRIEDOR
BANJALUKA
DOBOJ
120 to Zvornik
VLASENICA
BUSOVACA
SARAJEVO
KONJICA
MOSTAR
METKOVIC
RAGUSA
CATTARO
CETTINJE
VOLNJI VAKUF
KNIN
SINJ
SPALATO
VEGORAC
GOSPIC
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SEBENICO
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PISINO
FIUME
OGULIN
TRIEST
ADELSBG
UDINE
TREVISE
MESTRE
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PADOVA (PADOUE)
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URBINO
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FIRENZE (FLORENCE)
LUCCA (LUQUES)
PISTOJA
MASSA
SPEZIA
LIVORNO (LIVOURNE)
CECINA
SIENA (SIENNE)
PEROUSE
ST. QUIRICO
FOLIGNO
SPOLETE
GROSSETO
MONTEPIASCONE
NARNI
TERNI
VITERBO
ORBETELLO
CITTA DUCALE
AQUILA DEGLI ABRUZZI
CIVITA CASTELLANA
CIVITA VECCHIA
ORTONA
FANTINA
S. SEVERO
FOGGIA
GERIGNOLA
BARLETTA
BARI
BRINDISI
POTENZA
SALERNO
AVELLINO
CAPUA
NAPOLI
CASTELLAMARE
MISENO
CAETA
TERRACINA
ARCE
BORA
ELLETRI
ISERNIA
PIOMBINO
ELBA
BASTIA
CORTE
PORTOVECCHIO
TERRANOVA
LECCO
BERGAMO
MILANO (MILAN)
CREMONA
PLAISANCE
BERCETTO
CHAVARI
SPEZIA
TRENTE (TRIENT)
ROVERETO
VERONA
MANTOVA (MANTOUE)
PARMA
MODENA
BOLOGNA
FAENZA
FORLI
RAVENNA
RIMINI
PESARO
ANCONA
FIRENZE (FLORENCE)
SIENA (SIENNE)
PEROUSE
ST. QUIRICO
FOLIGNO
SPOLETE
MONTEPIASCONE
NARNI
TERNI
VITERBO
ORBETELLO
CITTA DUCALE
AQUILA DEGLI ABRUZZI
CIVITA CASTELLANA
CIVITA VECCHIA
ROME
To Naples 2½ Days
ULM
AUGSBURG
LANGSHUT
BIBERACH
KEMPTEN
SCHONGAU
BREGENZ
IMST
LANDECK
FÜSSEN
KRIMML
BRUNECK
LIENZ
MERAN
ST. LEONHARD
ST. GERTRAUD
AMPEZZO
BELLUNO
FELTRE
CASTELFRANCO
TREVISE
MESTRE
VENEZIA (VENICE)
ROVIGO
FERRARA
PORETTA
PISTOJA
LUCCA (LUQUES)
PISA
LIVORNO (LIVOURNE)
CECINA
PIOMBINO
ELBA
GROSSETO
BOLOGNA
MODENA
PARMA
PLAISANCE
CREMONA
MILANO (MILAN)
BERGAMO
LECCO